THE Sea People

Celebrates 50 years of James Wharram catamarans

No 57

SEP 2004

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The Sea People

Magazine of the

Polynesian Catamaran Association

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COVER

Remy Roy's view of the venerable "Tangaroa", sailing alongside JWDs current flagship "GAIA", that has brought us to this point in time

From the PCA Constitution:
The objects of the Association are to promote and further the interests of builders and owners of Polynesian Catamarans, and to encourage the development of good seamanship in all its aspects amongst the association's members.
"Polynesian Catamarans" shall mean the various classes of catamarans as designed by James Wharram.

News for Sea People

The 2004 AGM took place at Poole,UK on 28th September 2004. A total of 58 ballot papers were returned with the following votes cast:

- Commodore, MikeWynn 53;
- Vice Commodore, Dave Peak 52;
- Secretary, Ken Hook 55;
- Treasurer, Anita Hook 55;
- Editor, Dave Peak 53;
- additional voting members, Gerald Winkler 49, Lee Shipley 47, Steve Tellardin 48.

This is your elected committee for 2004/2005. The committee were pleased to see the many supportive comments written on quite a lot of the ballot papers.

Lee Shipley has now stood down and the committee have co-opted Carl Reynolds as the Australasian representative. The committee have also co-opted Ann Clement as the North American East Coast representative. Ann replaces Roger Ayres and the committee give thanks to Roger and Lee for the service they have given in recent years.

A full report of AGM business and the talk by James and Hanneke will be sent to all PCA members as soon as the tapes and minutes are transcribed.

James, assisted by Hanneke, gave a talk and picture show after the AGM business was over, which was well received by the those attending.

Payment by IBAN—The editor (an overseas member) has informed the treasurer of the potential for disproportionate fees when paying subscriptions into our £ sterling account. We are endevouring to establish a € account, which should result in a free transaction service for payments from the Euro zone.

2004	PCA Meets & other Events	Contact
Oct 22-24	Chesapeake Bay Meet	Ann Clement
Nov 20	Sea People 58 deadline	Dave Peak
Nov 25	2005 Meet Planning!	Dave Peak
Dec 3-5	Port St Lucie, Florida Meet	Gene Perry
Dec/Jan	Poole & Solent Xmas Curry	Ken Hook
Dec	Amsterdam Xmas Social	Dave Peak
April '05	Falmouth-LaCoruna Planning Meet	Dave Peak
May '05	Poole May Bank Holiday Meets	Ken Hook
	***** LONG RANGE PLANNING *****	
2005/6	50th "Tangaroa" Anniversary UK-Spain Rally	Dave Peak
2006/7	**50th TRANS-ATLANTIC Anniversary Rally**	Dave Peak/others

How to host a Meet

What's needed to host a meet ?
Enthusiasm & optimism
Minimally one (or two) boats, preferably Wharrams
A couple of anchorages within a days sail
Pre-designated pickup points
Site for a BBQ or inexpensive restaurant
Free/paid parking nearby for visitors by road.

Some PCA members have invited members to their areas with little or no turnout but continue to extend the invitation. This is the kind of optimism & enthusiasm needed. I've attended meets at 4 different locations. They've all been different and they have all had their own personalities and charm.

Organising a regional social is even easier - All you need is to designate a time and a place,. The PCA will willingly assist with notification via website, e-mail, magazine and regional snail-mailings (these usually produce best results).
*** A burgee or item of PCA clothing will be given to all hosts of PCA events/rallies.

No snappy title from Ed this issue

Wow! 3 meets in France, another 3 in US this year, great foundations guys, only one with a significant number of boats but better next year eh?

Meetings also took place in Austria, at Neusiedlersee, Chichester & Poole in the UK, amongst others. Poole had 5 visiting boats along with most of the resident Wharram craft on Poole Harbour. Well done to all the visitors, one travelling from as far as the Blackwater on the Essex coast (some 230+ miles), into fairly stiff winds most of the time. They were however, rewarded with a cracking sail home.

Speaking of next year, with the Falmouth—La Coruna cruise scheduled for an August departure, there will need to be more and earlier planning of other meets in the August time frame. To this effect I'd like to ask any hosts of 2005 meets to contact the office so we circumvent any possible conflicts.

Learning from other builder's experiences with epoxy as described on page 23 can save a lot of grief. One of the best ways to get this and lots of other essential information is at a PCA meeting. Whenever and wherever meetings take place there is an amazing exchange of information and experiences. Techniques can be described and demonstrated in great detail with hands on practise to ensure the information given is understood. Lots of support and encouragement is given which especially helps to overcome some of the psychological hurdles that all builders experience.

On behalf of the committee, I'd like to thank James & Hanneke for their talk and presentation at the AGM, held during the Poole meet. The secretary would particularly like to thank Angeline Crook, Caroline Fraser and Anita Hook for the help at the buffet at the AGM (Thanks Antoinette Young the rock cakes you sent were delicious). Hear, hear.

The four winners of the contributors prizes, chosen at random (by James & Hanneke) from the recent years articles were—(UK) Peter Richardson (Europe) Bertrand Fercot (N. America) Chuck Hinman (Rest of World) Keith Viewing. Congrats to winners, better luck next year…..but keep that info coming ;-)

Caio, Dave

All members submitting articles for submission to the mag, will be entered into a drawing at the AGM. Prizes will consist of PCA clothing/burgee/items that have been presented in the money saving column for that year.

Articles for submission to the mag can be sent to the PCA Office or electronically to
pcatxt@pca-seapeople.org (for articles, simple txt is best, .doc (MSWord) is fine also)
and pcapix@pca-seapeople.org (for pictures or drawings) .jpg format preferred (others less so)
(pictures should be scanned in at 300dpi resolution and size should be no more than 300Kb please)
(please keep total transmission size to 500Kb or less, 3 x 300Kb files are easier to transmit/receive than 1 @ 900Kb)

© 2004 Polynesian Catamaran Association All members contributions in the form of articles, letters and photographs (B/W or colour print or transparencies) are welcomed by SeaPeople. All material will be returned to the contributor if requested. In any event the PCA can accept no responsibility for loss or damage to contributions. All material accepted solely on the basis that the author accepts the assessment of the PCA as to its value. All material submitted to the magazine is accepted on the basis that copyright in the work will be vested in the PCA who assumes all rights world-wide, in all forms and media. Reproduction in whole or in part without written permission is prohibited.

PCA Membership Application Form

Hi, if you're reading this and you're not a member of the PCA, is it not time you joined? VISA and MASTERCARD welcome.
It's £20 for a calendar year (approx $35US) and new members get 1 free back issue of the Sea People magazine
Your Name (as shown on credit card)…….…….. Card Number……..……..
Card expiry date ../20..
Your Address……
……..……
Post this to - PCA Office, 118 Howeth Rd, Bournemouth, BH10 5NS, United Kingdom or
Contact the secretary for alternative ways of paying or supplying credit card details to the office
+44 (0)1202 531445 or email Secretary@pca-seapeople.org or PCA@sea-people.org
Please give us phone number, email addresses etc. to help the office and other PCA members contact you.

Tales of Taraipo John Jameson Tangaroa I

Continued from previous issue -

Christmas Day! I am at anchor off Kanildup & at peace! Taraipo is the only boat here after a gentle Xmas day reaching back up a route I know so I can enjoy the boat & the scenery at 4 knots. On new routes it is very fraught when the visibility is generally poor at only 2 miles distance! One's perspective is haywire trying to identify islands that appear to all have the same profile like 'sand cakes' decorated with palms & mangroves! My chart is 0.25 of a nautical mile to the east of GPS datum as I have discovered & so there is no logic as to where coral heads might or might not grow! The usual procedure for piloting in coral seas is to have a lookout aloft & to sail between 10am & 4pm when the sun is highest & the heads & shallows show up perfectly! But lately there has been little sun breaking through the haze since I have been here! So I have had a few scary moments confusing east & west, struggling with my slowness & innumeracy! My earlier crew of 4 months duration from Sweden was a great navigator: thorough, accurate & diligent. Three qualities I do not possess & have not been able to cultivate all these years! I like to think that I always had a good sense of direction. Now when I am lost I am really lost & the only way to relocate is with the GPS & then to continue with bearings & transits! Thank goodness 'Otto' 1 or 2 keeps steering whilst all this is going on! Pacific atolls are going to be a nightmare without a crew!

My other 'panicky' problem is the delicate business of lifting the anchor by hand when there is 20 knots of wind on the nose & some swell coming round the reef! God knows how I will cope in a really deep anchorage of more than 35 feet depth on a rough day with a reef in front & a reef behind! I have a chain hook on a warp which I can run back to a winch which gives a fair amount of 'grunt' but will only pull 6 metres at a time before taking the hook back to the bow to start again, at the same time checking the position, depth, steering & operating the engine controls!

I sailed to Nargana where there is a telephone but found there were no calls to Europe! I had been taking a chance on being able to phone home & after chasing round the village in the heat of the afternoon I was rewarded with a reverse charge call home. It was great to hear my son & daughter home for Christmas. I bought bread, vegetables & about 20 litres of water for 1 dollar plus 5 litres of diesel for 3 dollars!

Christmas Day was cool! I had a nice reach back to Kanildup & then went windsurfing. In the evening it was beautiful in the deserted anchorage with a meal of 'spuds', onion, fresh bread, salted butter, a nice Chilean wine & very black coffee.

New Year's Eve was a total contrast with 7 yachts hiding from the storm that was blowing at 35 knots behind the coral reef that was absorbing the swell! If you can get behind a palm covered island it will absorb an amazing amount of wind!

I had a great Hogmanay with a crew of 2 & 'brochettes' cooked in their folding oven in the cockpit on a paraffin stove in 35 knots of wind. Later I managed to windsurf in the afternoon when the wind dropped down to 20 knots or force 5 that was 'cool-as-you-like'. This 'sortie' had been preceded by a walk round the island with my friends looking at lilies, rushes, narcissi & a freshwater hole above sea level.

As 'The Boat Decides' I had 2 options for sailing today but it's blowing very hard again so we'll 'hang' in here. It's extremely beautiful despite the distant haze blotting out the mountains behind us to the south! The rainy season is slowly fading away & the air has dried from 82% to 74% humidity in 2 the last weeks!

2 January 2004 & JJ is still on Kanildup this time with German friends on a little black stainless steel ketch that is anchored near to Taraipo. We first met in Porto Naos in the Canaries, then 8 months later on the hard in Trinidad.

11 January. Cristobal is the Panama Canal entrance port & is a large, clean & airy anchorage 1 mile to windward of the channel into the canal. It's 'dead' interesting with approximately 40 enormous 'leviathans' ships per day that ghost by at 5 knots & pick up pilots. The city of Colon is a bit 'dodgy' but the people are 'smiley' & nice & the food is cheap & good!

'Kamikaze Sailing'! As I have always avoided sailing upwind, my younger son will attest that "You are useless upwind Dad!", windsurfing, close reaching & now broad reaching on catamarans, I find that the end of a passage can often be very scary, especially single-handed when there are so many simultaneous tasks to be done! It is an overnight sail from San Blas islands to Cristobal, a very tight reach in order to clear the off lying coral reefs & shallows then a 'dead end' with the wind building to 25 knots or force 6 early the next day! There I was surrounded by about 30 maneuvering ships that were now anchored outside the breakwater & were called in by Cristobal Radio mostly in broken English.

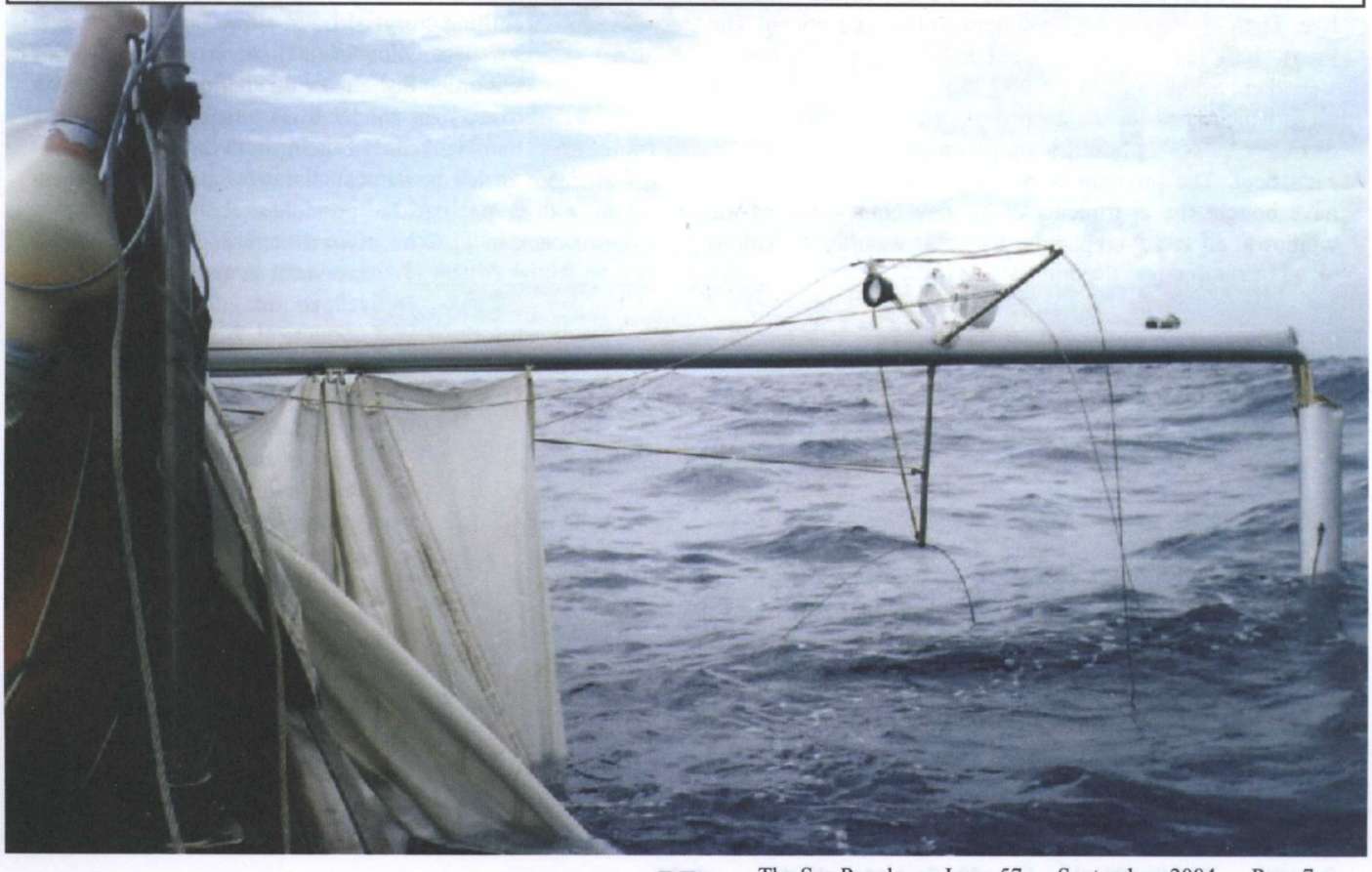
The ship called "I have 4 shackles & 240 foot of chain out".
Cristobal Radio called back " Lift 2 shackles Captain & call me again".
The ship then replies, " I have 2 shackles out".
Cristobal Radio said "Lift your anchor Captain & proceed slowly through the breakwater entrance where you will be following....".

Meanwhile JJ is charging downwind at 6 knots with only the small jib up in big breaking seas as the bottom comes up to 15 meters from a depth of 45!

I keep the wahboards in as much as possible but need to get below to the VHF radio & to navigate. Then I see that I am not wearing my safety harness so I clip onto the jackstay. Cristobal Radio do not reply to me at 8 miles nor at 6 miles distance from them, so I stop calling & devote my energies to locating the 'hole in the wall' & positioning Taraipo to the incorrect port side of the entrance with a view to squeezing to windward of any ships going in or out! The position fixing for the last 30 miles is a bit 'tricky' as I do

Tales of Taraipo John Jameson Tangaroa I

Above The good side of the cruising lifestyle, while Below there's the bad and the ugly rolled into one.



Tales of Taraipo John Jameson Tangaroa I

not have a small-scale chart, only a tracing in biro on greaseproof kitchen paper from a chart lent to me by an American yacht in San Blas. I have been plotting GPS & compass bearings in biro only.

So here we go! All hatches are closed, my harness is on, the entrance is identified, Otto is steering! (Otto II broke his arm in the night!) Counting down 2 miles, 1 mile. It's weird! There are no ships going in or out! Either we are aiming for the wrong hole or Cristobal Radio has us on his radar & is keeping the entrance clear or we are just lucky maybe! Upwind of the breakwater, the middle of the anchor chain does the impossible, finds the only gap in the slatted deck, starts rattling into the water between the hulls & back again to the propeller! JJ to the rescue! But his harness line is at full stretch! I just manage to grab the chain at the 5-metre mark! Phew! I serenely sail the last 2 miles to anchor in 11 metres on mud in a very nice place but now it's blowing even harder now!

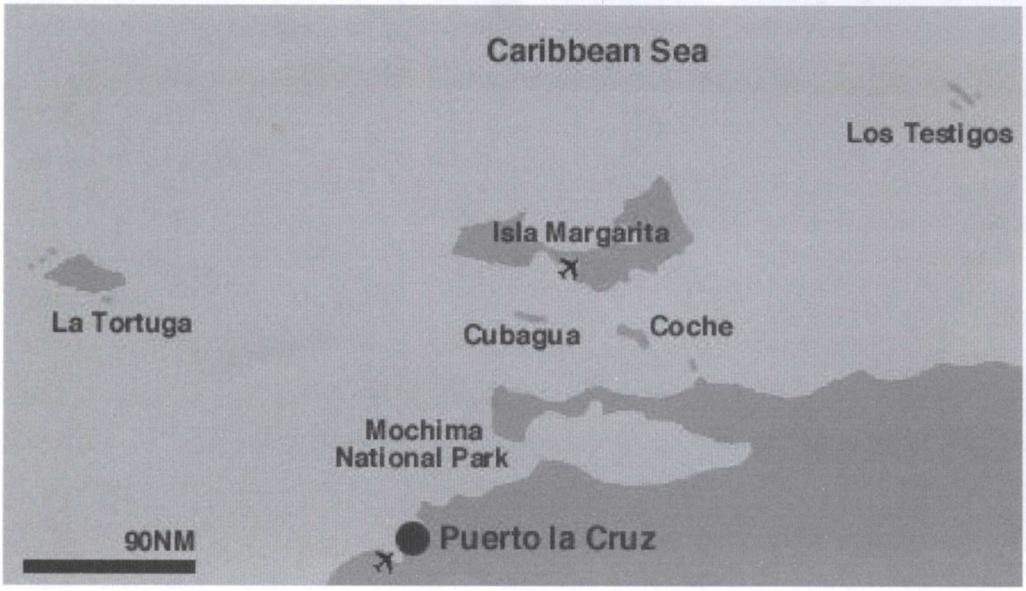
Now we are Cool & looking forward to a pile of 'spuds' & onion, a couple of glasses of Chilean boxed wine that is excellent and some 'mega' Zzz's! I will spend all day tomorrow going to immigration offices despite the fact that we have been in Panama for almost a month now! PS. Thank goodness there is a back door out of here!

Backtracking to Puerto La Cruz, Venezuela - I was enticed there by a French sailor on an English yacht last seen in the Cape Verdes & also in Trinidad. For £2.50 a day, including fresh water 'a-go-go' & electricity, moored under the palm trees among friends, my week stretched to 4 weeks! VZ is possibly the cheapest place in the world to live. The downside is that you have to live in a prison! The Puerto La Cruz marina & tourist complex is like a tropical Venetian pastiche full of perhaps 1500 mega powerboats on racks which head for the nearby islands every weekend full of rich Venezuelan families with an average of 8 people on each boat. The problem is No More Tourists! The locals have bought the apartments & holiday homes, barred the windows & have employed a night watchman with a 'shooter'! Now we are all in prison! Help! Let me get out of here! The whole area is completely surrounded by fences & armed guards with their seriously big shooters! Outside the marina you are in the poorest of shantytown suburbs where people are very hungry, all windows & doors are barred & life is violent! The up market ship chandlers store has a double locked entry & the door is not opened if any unknown vehicles draw up in front of the shop window! After buying a few bits & pieces, the manager refused to let me walk the 600 metres back to the marina & arranged a car for me! I was obviously a valued customer!

Bug City! For 2 months we have not had bugs in the evenings' as it has been too windy! Tonight the 'ankle biter' sand flies are back! Like midges they are invisible, leave no marks, are itchy as hell in the night especially around the ankles & lower leg!

After leaving Puerto La Cruz in complete disarray at 3pm & feeling depressed JJ & Taraipo headed for Cayo Barracha 5 miles offshore to spend the weekend preparing for the sea. Cayo Barracha is a lump of granite 1000 feet high & the hidden anchorage is located in a split in the rock where yachts can anchor. After clearing the harbour entrance & plugging in the 'new' autopilot, Otto II, Taraipo starts going round in circles! JJ's bought an autopilot that's knackered! But No, it's a port handed one that needs programming before use! "Phew, that could have been an expensive mistake!". JJ bought the panel from a very good friend who had departed the previous evening with his young family, equally stressed, went to sea too early in the night, had more wind than expected, arrived too early off Tortuga, hove to, fell asleep at dawn & drifted onto a lee shore & was shipwrecked! A chilling story! JJ often slows down in order to arrive at a new destination in daylight & pre-dawn is his preferred sleep time. Fishermen on Tortuga helped them remove the masts, solar panels & instruments. A yachtsman from Puerto La Cruz heard of their plight on the radio & set off at dawn in his power catamaran to go & bring them ashore with as much gear as possible except the masts!

Once back in PLC he offered them accommodation on his yacht & many Venezuelans helped the family sell their equipment, turn around & later fly back to Europe, an abrupt & salutary ending to a long voyage!



How does JJ keep watch? Well, he is very lucky in that he seems to possess a built in alarm clock that works most of the time! At sea he averages 4 – 6 hours of sleep in 24, this varies at anchor when he sleeps for 6 hours. At sea if conditions are difficult when there is squally weather, enough to break a mast, or shipping to run you down, then he cat naps for 10-

Tales of Taraipo John Jameson Tangaroa I

20 minutes sitting up on a hard wooden bench! If conditions permit he lies down on this same bench & can sleep for 20-30 minutes! He only dares to get into his big, comfortable, cool bunk at daybreak if conditions are good & then he will sleep up to 3 hours, never more! It's the best part of the whole cruising 'under sail lifestyle'!" JJ always tries to snatch an hours sleep between 2pm & 4pm, that is for that period of the day & at dawn is the time at which he is able to have the most deep, refreshing sleep. At anchor he naturally sleeps at irregular times, cat napping, anchor watching & so forth.

From Cayo Barracha JJ night sailed himself to La Tortuga, where there is only a landing strip. There he perfected the use of his windsurf board, minus the skeg & sail. He landed in surf using a home made double bladed canoe paddle with mask, fins & waterproof camera in his backpack, great when exploring reefs & tied the windsurfer to his waist! Kuna Indians in the San Blas Island tie themselves to their dug out canoes whilst diving for fish. The landing strip on La Tortuga is used by Venezuelan playboys & girls from Caracas & they 'zap' out on Saturdays, not Sundays, spend a few hours on the longest, whitest coral beach then fly home again. Many others zoom out in their mega powerboats but this is not too comfortable for the family dog! They anchor off the beach & send their companion ashore through the surf with a stern anchor!

Next stop was Cayo Herradura where JJ windsurfed himself silly in a perfect breeze off a low sandbar! Then he had another windy over night sail to El Roques to a 25mile long lagoon surrounded by hundreds of islets & reefs. It was a sailing paradise with loads of wind, dozens of fabulous anchorages, the whole designated as a National Marine Nature Reserve. If the Park Rangers catch you there it's a 100 American dollar cruising permit charge per yacht! It was there that JJ suffered the worst attack of man-eating mosquitoes when they swarmed on him from the mangroves nearby whilst he was still wet & stowing his windsurfing gear! Taraipo had to leave immediately & JJ escaped from El Roques at nightfall & headed for Los Aves of a mega reef! One anchors in the middle of the ocean protected by the reef but it can be scary in the night as there is no way one can see the way out through the coral heads in the dark. It was a truly beautiful, un-spoilt wilderness with no coastguards or fishermen, just the reef, the wind, the crashing waves & the turquoise waters.

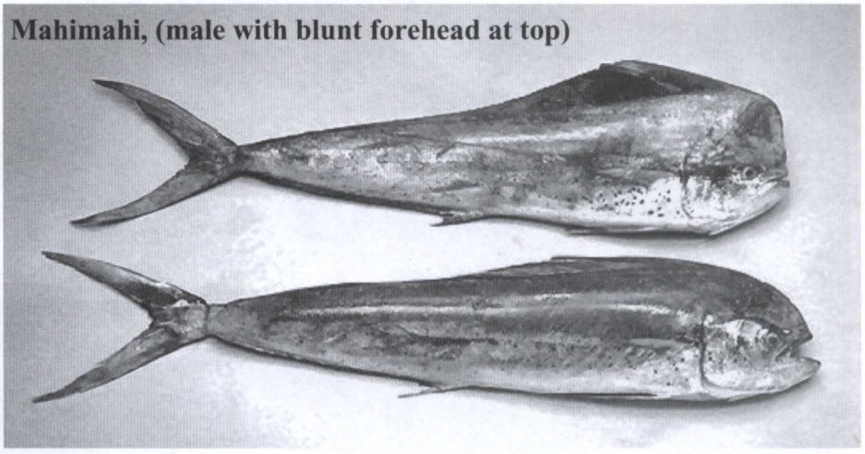
On to Spaanse Wasser, Curacao arriving with perfect timing at midday after nearly beaching 3 miles short of the entrance because the old chart had an inaccuracy of a quarter of a mile, half a kilometer! Fortunately for JJ the seabed can be seen 30 feet down!

After dismasting JJ struggled with cutters, hacksaw and spanners. What he should have done was brought out the 'wee' Honda generator & the grinder with which he could have saved most of the rig & probably cut the mast into sections & saved most of that too! Never mind he will remember next time!

From the anchorage JJ saw some amazing fishing in Kun Ala, San Blas but did not catch a single one! The 7 Indians, using their outboard motor, would move their tree trunk from their village 5 miles away in the early morning, land on the nearby island, 'chill out', drink from the water hole as only 1 foot down fresh water sits above the sea level & then light a fire at the same time scanning the horizon! When they spot signs of a shoal of fish being chased towards the shallows, they rush to their canoe, quietly get to seaward of the shoal, tear into action dropping swimmers at 10 meter intervals to chase the shoal into the long encircling net! The swimmers, with mask & fins, dive & chase the fish as 2 of the crew haul in the net ends! The whole operation takes over 1 hour but they always pull in a boatful of over a hundred, meter long MahiMahi fish! Others sail or paddle from the village where, once on the reef, they tie the canoe to their waist, then swim or dive on the reef collecting the smaller fish, shellfish & lobsters.

A yachtsman using the same technique put the fish that he had caught in a net-bag tied to a float that he towed behind his boat. Suddenly, he felt himself being dragged backwards! You guessed? A small shark, about 4 feet long, had swallowed the fishnet bag & all that was in it! JJ watched them carefully tow the shark back to their yacht where they gaffed it, then waited a long time until the tail stopped moving before slitting the stomach & retrieving the net-bag, cleaning the entrails, then cutting into delicious steaks that they barbecued on the beach!

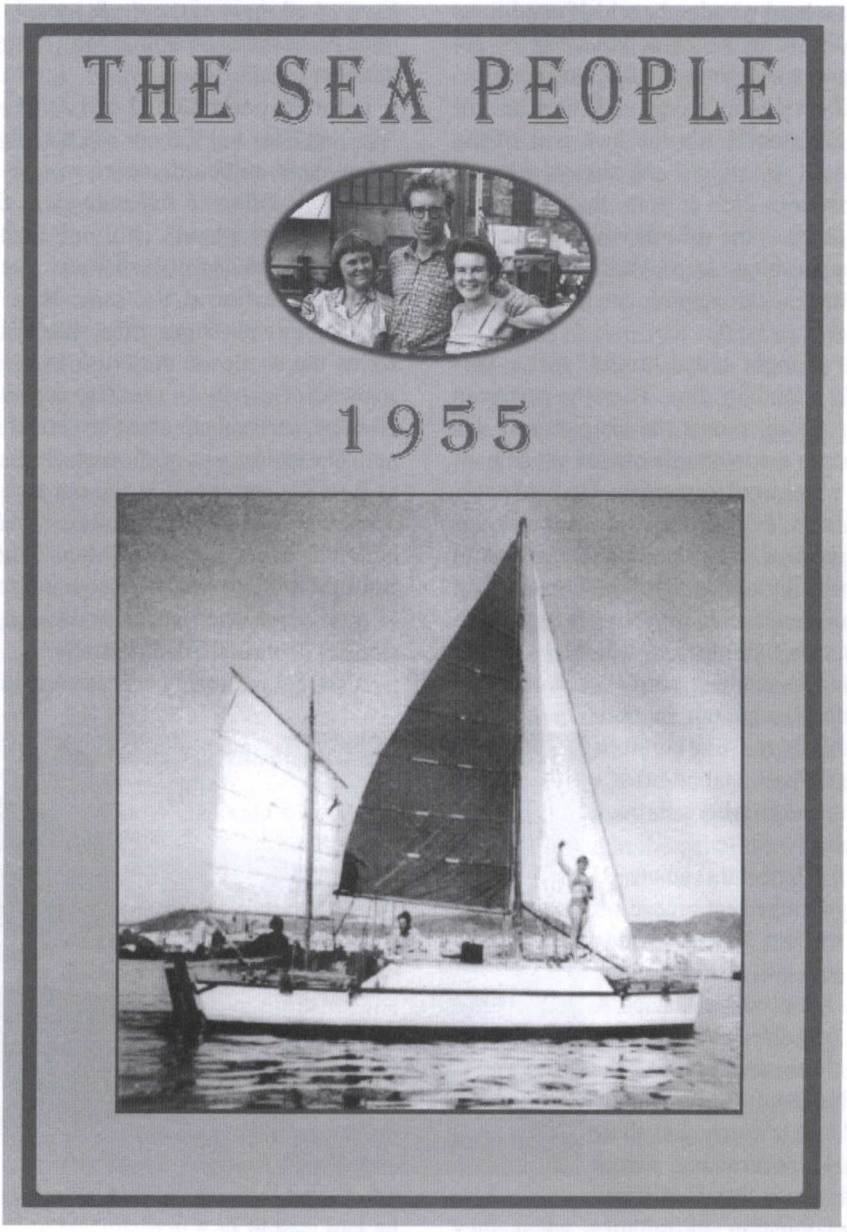
Mahimahi, (male with blunt forehead at top)



JJ also saw a 6 feet wide stingray leap out of the water in the bright sunlight! "I guess the sting ray thinks he is a bird!" says JJ. The beaches in the San Blas Islands are littered with enormous sawn logs that float down from the rivers. All of the islands are covered with coconut palms that are harvested all year round & sold mostly to small boats from Colombia. The Kuna Indians hate the Colombians & have to have a night watchman on guard on each island to protect their harvest but this time without their guns!

To be continued

What Sea People might have looked like 50 years ago as James, Ruth and Jutta set off onto the ocean blue to begin the Wharram saga.



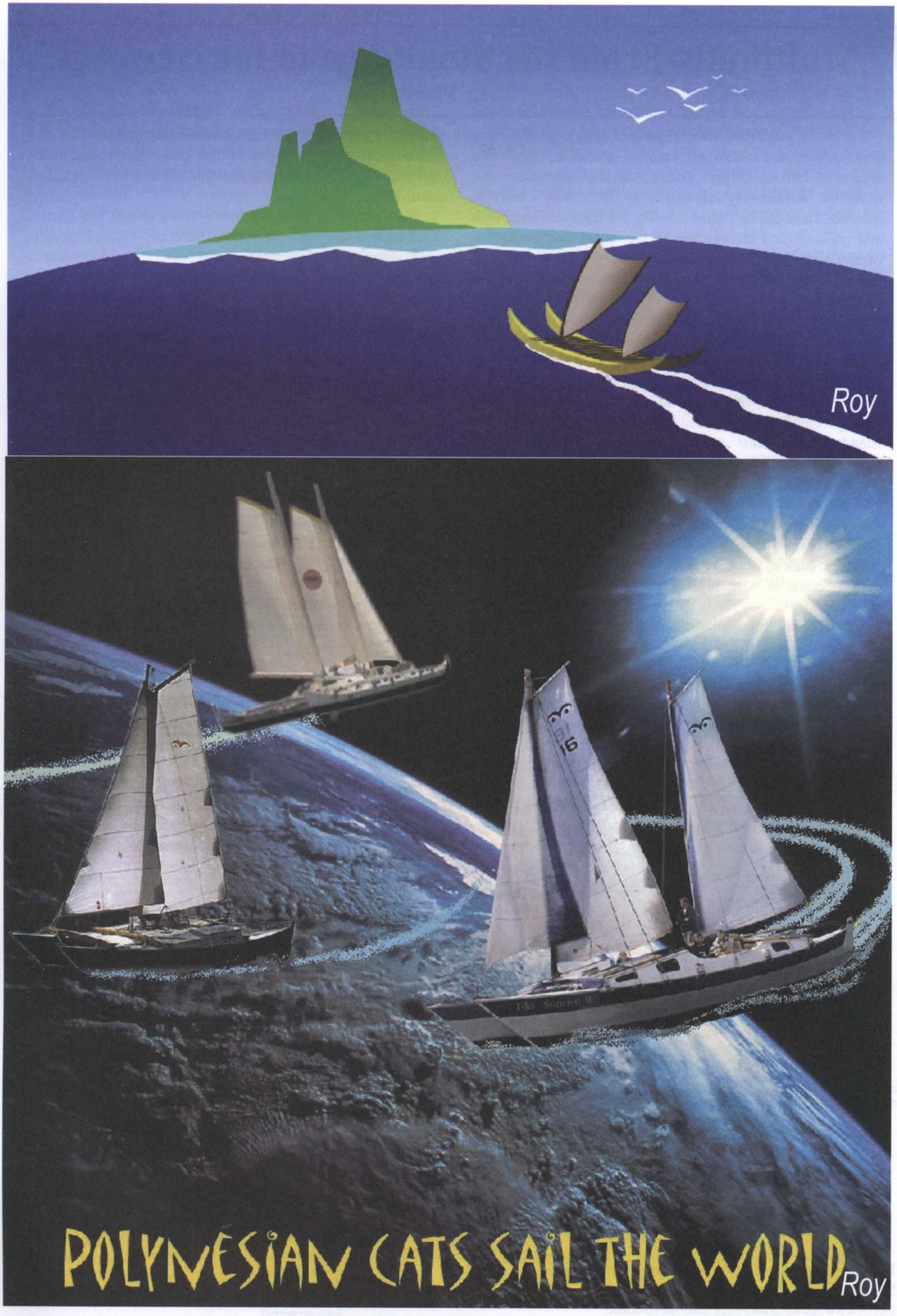
During the summer of 1954 James Wharram completed the build and launch of his interpretation of a cruising style polynesian catamaran based on his research into that form of vessel.

This was to be followed the following year by his departure from Falmouth out into the Atlantic to put his theories into practice. He was joined in this venture by Ruth (Wharram) and Jutta (Schultz-Rohnhoff).

The next 10 pages are our small attempt to put into perspective, the past, the present and also the future -

- Recognize and salute that event
- Acknowledge the historic forefathers of our adopted craft
- Give thanks to the developments of catamarans in Western society
- Show some of the people who've been instrumental in developing catamarans
- Maybe inspire others to follow in Jims footsteps
- Inspire some to create other beautiful designs (see Remy Roy's artwork on opposite page)

But also consider the cautionary message of the delicate balance of the watery world we enjoy, we're only the temporary guardians not the unconditional owners


Roy
POLYNESIAN CATS SAIL THE WORLD
Roy

Multihulls-From the Stone Age to the New Age

Peter Marsh

For many years they were a nautical oddity, their owners dismissed by the traditional yachting world as cranks and dreamers, but no longer! Today cruising catamarans and trimarans (collectively referred to as "multihulls") can't be ignored. They can be found crossing the bays and local seas and cruising (and racing) around the world, and in the last twenty years they've also evolved into superb powerboats ranging from luxurious trawler yachts to 300-foot wave-piercing ferries.

But what makes the story of multihulls so unique is that this handful of westerners were just re-inventing the wheel: the story actually began in the distant past of the Stone Age in the SE Pacific, where these craft are still used today. Long before European sailors had ventured beyond the confines of their coasts, the ancient cultures that lived on the islands of Southeast Asia had mastered the arts of boat building, navigation and ocean voyaging. Try telling that to the ancient Egyptians. Ptolemy the Great's barges had evolved to such a great size that a double-hulled form was the only logical progression (reasonable length oars, keeping rowers low in the boat). But this is hypothesizing.

As far back as 3000 years ago, the early Polynesians departed Samoa in voyaging canoes to seek out the east Pacific Islands, known today as the Polynesian triangle. They discovered, and then colonized all the islands in their path, including New Zealand, Easter Island and Hawaii. This was a historical reality reflected in their oral histories and nautical culture but was flatly rejected by most western scholars until 1976.

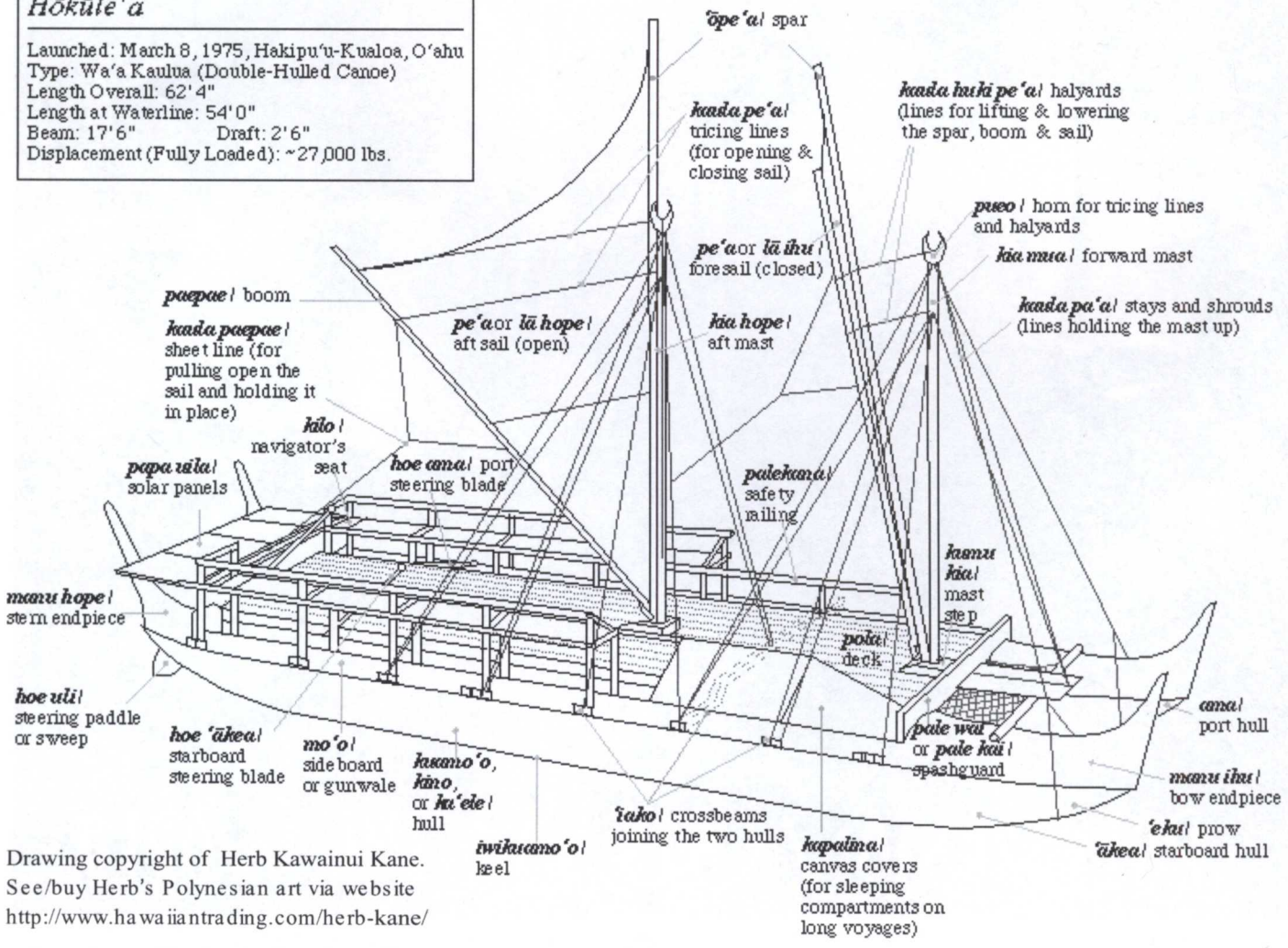
The idea that native peoples could cross the Pacific Ocean on boats made of natural materials with no navigation instruments was simply unacceptable to the western mindset. It is still alien to our culture, but it was clearly demonstrated in 1976 when a replica of a Hawaiian double canoe successfully reached Tahiti. Today, the renaissance of traditional canoe voyaging is complete. Every island group in Polynesia has its own voyaging boat, on which young people learn the ancient art of seafaring.

The first western explorers to witness the exploits of the indigenous Pacific sailors were not so circumspect as the later anthropologists. Antonio Pigefeta, who was probably the first European to write a description of a Micronesian sailing canoe when Magellan discovered Guam in 1521, wrote that "their outrigger boats passed by our ship very quickly even though we were under full sail. There is no difference between the bow and the stern of these boats and they are like dolphins bounding from wave to wave."

Much has been written about the genius of this elegant design, which is one of four different ways to use the outrigger concept to stabilize a narrow dugout boat.

Hōkūle'a

Launched: March 8, 1975, Hakipu'u-Kualoa, O'ahu
Type: Wa'a Kaulua (Double-Hulled Canoe)
Length Overall: 62'4"
Length at Waterline: 54'0"
Beam: 17'6" Draft: 2'6"
Displacement (Fully Loaded): ~27,000 lbs.


'ōpe'a / spar
kaula huki pe'a / halyards (lines for lifting & lowering the spar, boom & sail)
kaula pe'a / tricing lines (for opening & closing sail)
pueo / horn for tricing lines and halyards
pe'a or *lā ihu* / foresail (closed)
kia mua / forward mast
kaula pa'a / stays and shrouds (lines holding the mast up)
paepae / boom
kaula paepae / sheet line (for pulling open the sail and holding it in place)
pe'a or *lā hope* / aft sail (open)
kia hope / aft mast
kilo / navigator's seat
papa uila / solar panels
hoe ama / port steering blade
palekana / safety railing
kumu kia / mast step
manu hope / stern endpiece
pola / deck
hoe uli / steering paddle or sweep
hoe 'ākea / starboard steering blade
mo'o / side board or gunwale
kaumo'o, *kino*, or *ku'ele* / hull
pale wai or *pale kai* / spashguard
ama / port hull
manu ihu / bow endpiece
'iako / crossbeams joining the two hulls
'ehu / prow
'ākea / starboard hull
iwikaumo'o / keel
kapalina / canvas covers (for sleeping compartments on long voyages)

Drawing copyright of Herb Kawainui Kane.
See/buy Herb's Polynesian art via website
http://www.hawaiiantrading.com/herb-kane/

They are:

- The proa--found almost exclusively in Micronesia, up to 100' long.
- The single outrigger (with a bow and stern) and a balancing plank on the opposite side used in Polynesia--suitable only for day sailing.
- The double outrigger--found from Africa to Indonesia--still used for trading.
- The double canoe--used only in Polynesia for long trading or colonizing voyages. These could reach a length of 100 feet and carry up to 40 people, with supplies for a month or more.

The hulls were usually made from the breadfruit tree, the best wood available but far from ideal; the necessary dimensions were achieved by skilful edge-jointing and patching, by drilled holes and lashings made of coconut cordage. This was also the only way to keep the whole platform from coming apart in a seaway, where the hull, outrigger and cross arms are all working constantly and must have demanded constant inspection.

Western contemporaries acknowledged the canoes as "remarkably handsome and well furnished ... our cabinet-makers do not polish the most costly furniture better. Sails were triangular and often extremely large, with a yard and boom on two sides. Woven in matting strips from the strongest pandanus leaves, they were sewn together most securely." Captain Cook recognized their great speeds -- 12 knots, much more with racing craft -- and that they sailed considerably faster than his ship could.

Nonetheless, an anonymous nineteenth century sailor left a vivid description of a trip on an outrigger: "Up went the huge sail, down went the great steering oars and away we shot like a racehorse. The mast bent like a reed, and at the great rate at which we were going the sea was like a hissing cauldron on either side of our course."

James Wharram: Still Doing It his Way

It seemed highly unlikely that England, with its rarefied, upper class sailing world, would ever produce anyone as colourful or charismatic as Arthur Piver, but it did; in the late 1950s he was already at work sailing his own particular style of catamaran. No one in the AYRS (including me) had ever met anyone like James Wharram, a working-class fellow from the North Country who leapt onto the multihull scene in the mid-1960s. For those who knew him, and many who only read about him, sailing would never be quite the same again.

James (Jim) Wharram had never heard of Rudy Choy, but he read de Bisschop's book, decided that was the way to go and built a rudimentary 23-foot Polynesian-type catamarans in 1956/57 costing all of $420. He enlisted two German girls as crew and crossed the Atlantic. In 1959, they built a 40 footer, the Rongo, in the Caribbean, sailed it to New York, then across the North Atlantic to England (another notable first). He beached the Rongo at Deganwy in North Wales, set up shop, and began refining his ideas in order to produce plans for homebuilders.

I also recall hearing Wharram speak at the AYRS in 1967 and although I 'd never heard the word "guru" I sensed that here was someone who had the power to persuade ordinary people to drop what they were doing and change their lives. With his height, his accent, his attitude, he stood out from the yacht club crowd and he already had his disciples in the audience. The next weekend I found myself blasting up and down the River Orwell with one of them on one of the first 34-foot Wharram catamarans in existence.

Of course, I had to go visit the Wharram HQ in distant Wales (few years ago now). Here, there was already a considerable collection of plywood multihulls scattered along the shore, some partly constructed, some already past their prime. Then there was the Wharram commune, where Jim enjoyed the attention of not only his wife Ruth, but three younger women as well. (I still remember their names!) Since I was in college at the time, this experience did little to help me with my studies.

The basic tenets of Wharram's "Polynesian Catamarans" were well established--even though he'd never actually been to the Pacific (at that time). All the designs featured deep-V hulls with a canoe stern, an overhanging bow and a low sail-plan; the hulls were flexible connected with four, solid wood beams; all accommodation was within the hulls; there was no bridge-deck structure at all.

While America was overrun with eastern mystics in the 60s, this was as close to a spiritual experience as I would ever come in old England. So like a true seeker of boating knowledge, I stopped questioning and joined the faithful, bought the 30-foot outriggers from Wharram's first and only trimaran, and quickly fashioned myself a 30-foot catamaran. It lacked rudders, but what the heck, it floated.

After an adventurous summer drifting around the Welsh coast and trying to master the steering oar, I returned to college. But like Piver's disciples, I too wanted to draw my own boat and drifted away from the fold. The result kept me busy for a couple of years, but never quite lived up to my expectations.

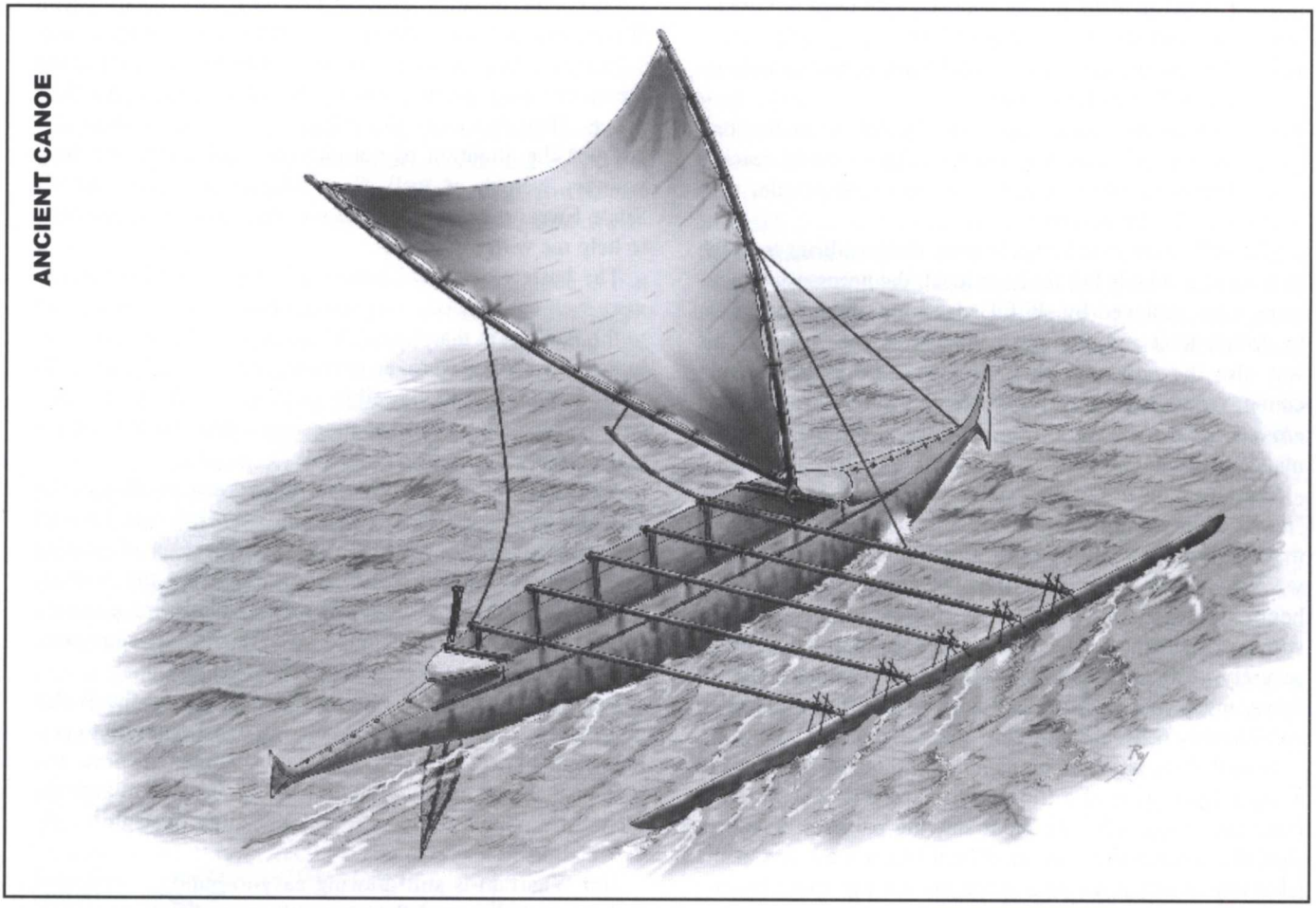
Jim Wharram is still drawing easy-to-build, appropriate-tech boats today, and they are still immediately recognizable. He now calls his early boats, drawn between 1957 and 1976, the Classic Designs. In 1972 he introduced the prototype of the Pahi designs--a true Polynesian "double canoe" style boat, and built a Pahi 63 design for his second big personal boat, "Spirit of Gaia" that he ultimately sailed around the world. The early 1980's saw the development of the Coastal Trek or Tiki designs, which are distinguished by a "soft wingsail" gaff rig and lashed beams. In the late 90s, Rory McDougall built a Tiki 21 and became the record holder for the smallest catamaran to circumnavigate.

If anything, Wharram's boats are more native--style now than they were in the beginning, and provide a unique contrast to production boats, whether they have one, two, or three hulls. It's true that most Wharram owners could proudly display the "Love it or Leave it" bumper sticker, but that's true of most of us. The numbers of his boats built is in the thousands, many have made long cruises around the world and most are extremely seaworthy, if a little less speedy than predicted--but that's a shortcoming of every cruising multihull.

Author's Note: Now you've read this far, perhaps you can understand why some of us old-timers occasionally get a little nostalgic for the Good Old Days, when all you needed was a sketch on the back of an envelope and a pile of recycled plywood to start building your dreamboat. That's not to say that the owner-builder ethic isn't still alive and well.

Early Craft - THE TIKOPIAN CANOE

By Rémy Roy



ANCIENT CANOE

As I have read a few times, in old issues of Sea People, some references to the Tikopian canoe that James Wharram and Hanneke Boon have seen during their stop in New Zealand my attention was attracted by what would have been this canoe. I have decided to make my own search about this canoe. Here is the result. I hope that will be of interest to you.

First I have read the biggest references about oceanic canoes: the Haddon and Hornell bible, *Canoes of Oceania*, his French equivalent by Neyret, *Pirogues océaniennes,* and others. As I didn't find so many interesting things in those books I have also written to the Maritime Museum in Paris, to the Greenwich one, and to the British Museum. All of them where very kind and sent to me some documentation but nothing about the Tikopian Canoe. So I wrote to the Anthropological Museum of Cambridge where a canoe have been donated in the middle of the 30s and also to the Auckland Maritime Museum where James and Hanneke have seen a canoe in exhibition. The Auckland Museum was the most helpful and of a great kindness towards me as it sent to me a big book about the Waka Moana Symposium in which I had the pleasure to read a large summary of the James Wharram lecture during the symposium.

So now I can tell to you more about the Tikopian canoe. Tikopia is an isolated island situated in the SE of the New Guinea and the Salomon Islands. The island belongs to the Santa Cruz Archipelago. The interesting thing is that Tikopia is placed exactly on the edge between the Melanesian and the Polynesian worlds. Tikopia is also one of the far eastern islands where it has been found some Lapita pottery, which is considered as the proof of the evolution from an agricultural people (the ancient Melanesians) to a maritime people (the Polynesians) who needed to have some containers for transportation of food and water during their maritime voyages.

The Tikopian canoe is a Polynesian canoe type but we can find in her some architectural importation from Micronesia and Melanesia. As this type of sailing canoe is not still used in the islands we have the obligation to get the data from the canoes, which are in the museums, or from the ancient texts.

The hull length average seems have been between 20 to 30 feet (the Cambridge and the Auckland canoes are in this average) even if a larger version of 50 feet long have been donated to the main Museum of Auckland. The long hull is bowed in her longitudinal section. The bottom part is a dugout construction with a little edge along the bottom, which seems to serve as a keel. The freeboard of the canoe is increased by the adjunction of gunwales sewn to the dugout. The joint between gunwales and the dugout is covered by a thin wood lath in the manner that gives more watertightness. The gunwales have an inward inclination of some degrees. So if you look a cross section of the hull shape it looks al-

most like a wineglass. The two ends of the hull have flat sides and finish in similar forms to a fish tail. The bow section is a bit longer and higher than the stern one. The two ends of the hull are covered with a headboard and a sternboard, which slope gently from the gunwales to the ends. The part of the cover-boards close to the gunwales is carved in the manner to form a breakwater, function that is already partly done by the fishtail forms of the bow and stern. The cover-boards are made of a one solid piece of carved wood of which the inner part is convex and the upper part has a flat triangular shape. The ridge of those cover-boards is decorated with some small pyramidal knobs that become more and more smaller from the breakwaters to the ends. Usually the cover-boards are sewn to the hull with sennit but on some canoes it seems they have had a particular junction because they were not sewn but nailed to the hull with wood pins.

The crossbeams are made of one piece of wood, straight and lashed athwart the gunwales. Depending of the canoe length there are three, four or five. The crossbeam length is about 6 feet. There is a bamboo stringer lashed between the crossbeams in the middle of them.

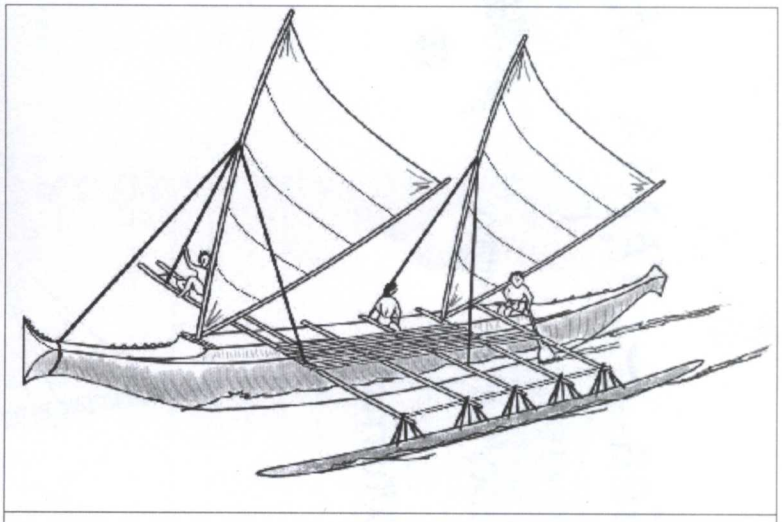
There are also two little crossbars, which have the same, longer as the hull width. They are placed just a bit at the rear of the breakwaters, at each end of the "cockpit", and fixed to the inner part of the gunwales. The forward crossbar forms the mast step. The rear one seems to have the function of cleat for the mainsheet.

The outrigger float is a rounded log pointed at the both ends. Its length is around the 2/3 of the total length of the canoe. The float is not exactly in the middle of the length and its forward end is abaft the bow of the canoe as the first crossbeam is also. The attachments between beams and float are made of two pairs of divergent sticks crossed over the beams plus an other pair more vertical between the two first pairs. A suspensory lashing of few braids of sennit is tied around the float in the middle of the attachments.

Today the canoes still in use are only paddle ones but by the past they were sailing canoes. The rigging was the oceanic spritsail type. The forestay is attached to the bow just behind the fishtail form. The two shrouds are attached to the first crossbeam, which one have an extension to leeward for giving the necessary angle between the mast and the shroud. The sail have a triangular cut with the apex downward. The sail is tied between two spars. One of them is considered as the mast with the shrouds and forestay attached to it. The other spar of same length is considered as the boom with the sheet attached at its end. The sail is made of a vegetable canvas (usually a matting of pandanus leaves, sometimes coconut leaves).

The rest of the equipment, a bailer (made in wood with a free handle in its upper middle part) and paddles of around 5 or 6' long with a blade of a bit more than 2' width.

The rigging type in use aboard means that the navigation was done like with a monohull by tacking for sailing up-wind. This means also that the outrigger float was alternatively on the windward or on the leeward side. When the float was on the windward side the crew had to serve as external ballast by sitting on the crossbeams. Usually the crew was constituted of 4 to 6 men.

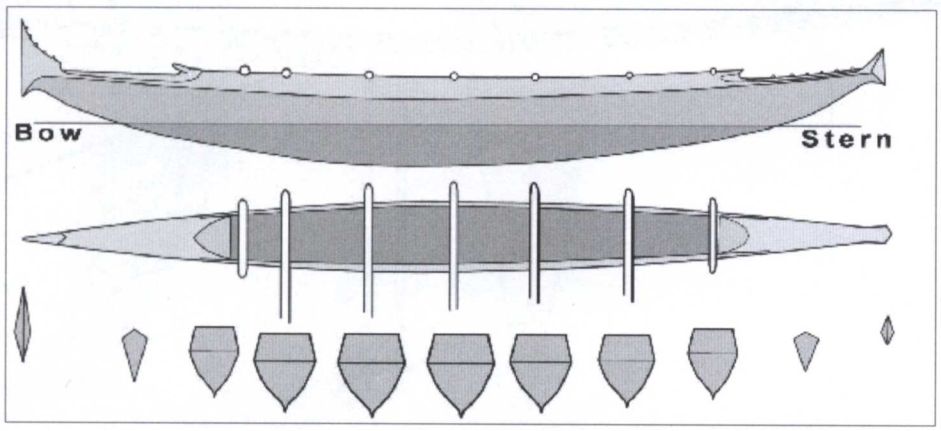


A Tikopian canoe as seen by Hanneke Boon in the Wharram Design Book

We don't know exactly what was the speed under sail but, considering the hull shape, the Tikopian canoe was probably speedy with a good ability to go upwind. Although the canoe length was moderate it is reported that many regular voyages have been of few ten miles or so, even some were a hundred nautical miles long (like Tikopia-Vanikoro: 118 miles).

Hanneke Boon and James Wharram, during their stop with Gaia in Auckland, have drawn the lines of the Tikopian canoe which is exhibited in the Maritime Museum. It is amazing to see how the hull sections of the Tikopian canoe can be compared to the Wharram Pahi design. They have almost the same shape at a point that we could put the two designs one on each other and consider them as carbon copies. That is the absolute demonstration of how clever was the "primitive" people of Tikopia and also definitely justify the term of Polynesian for the sailing boats as designed by the Wharram team.

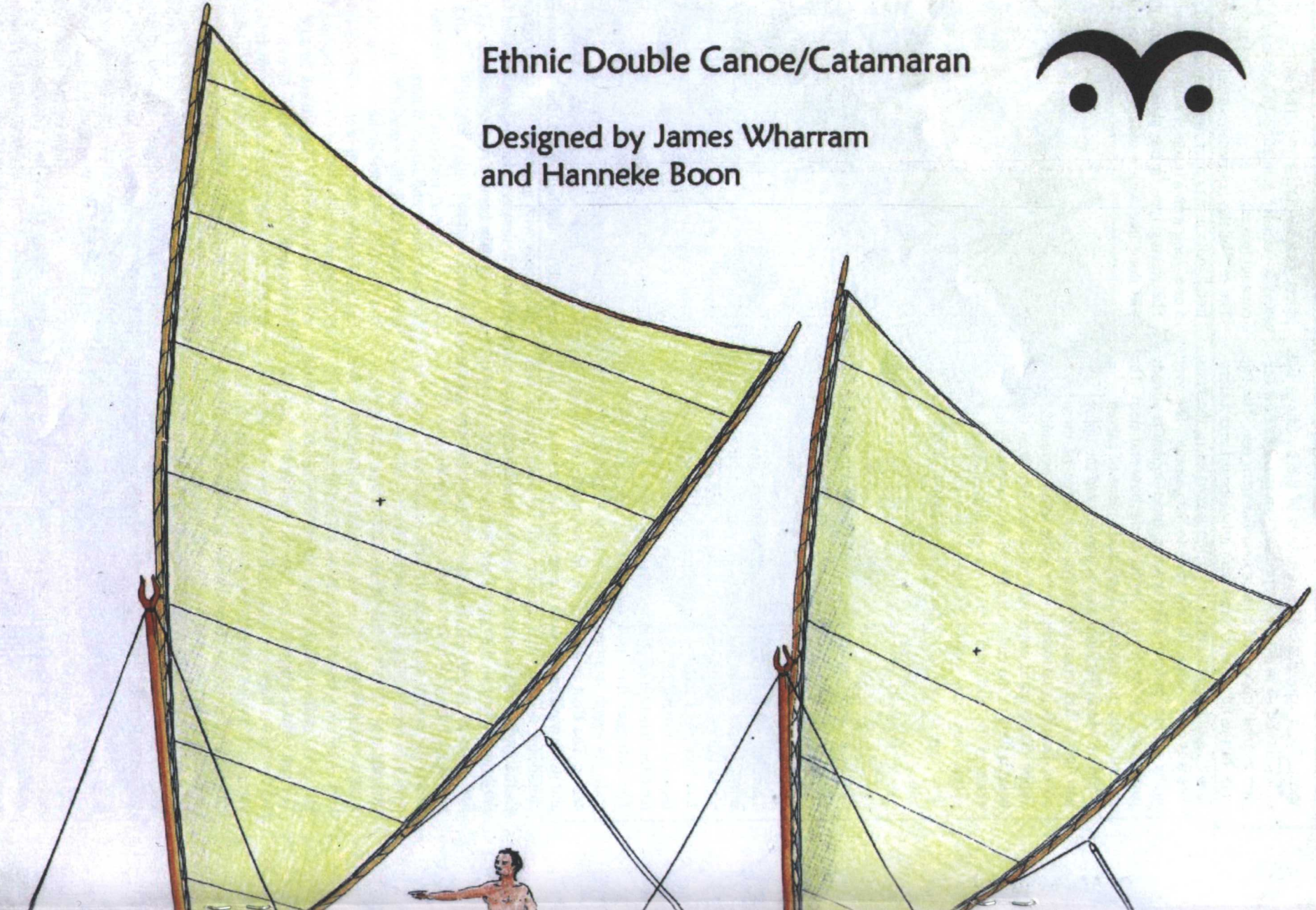
As we can see it by looking at the new Wharram design, the *Tama Moana* seems to have been largely inspired by the old Tikopian canoe... More than that if you take just one hull of the *Tama Moana* and add to her an outrigger float you would obtain a perfect Tikopian canoe like the one you can see in the Wharram Design Book as designed by Hanneke.

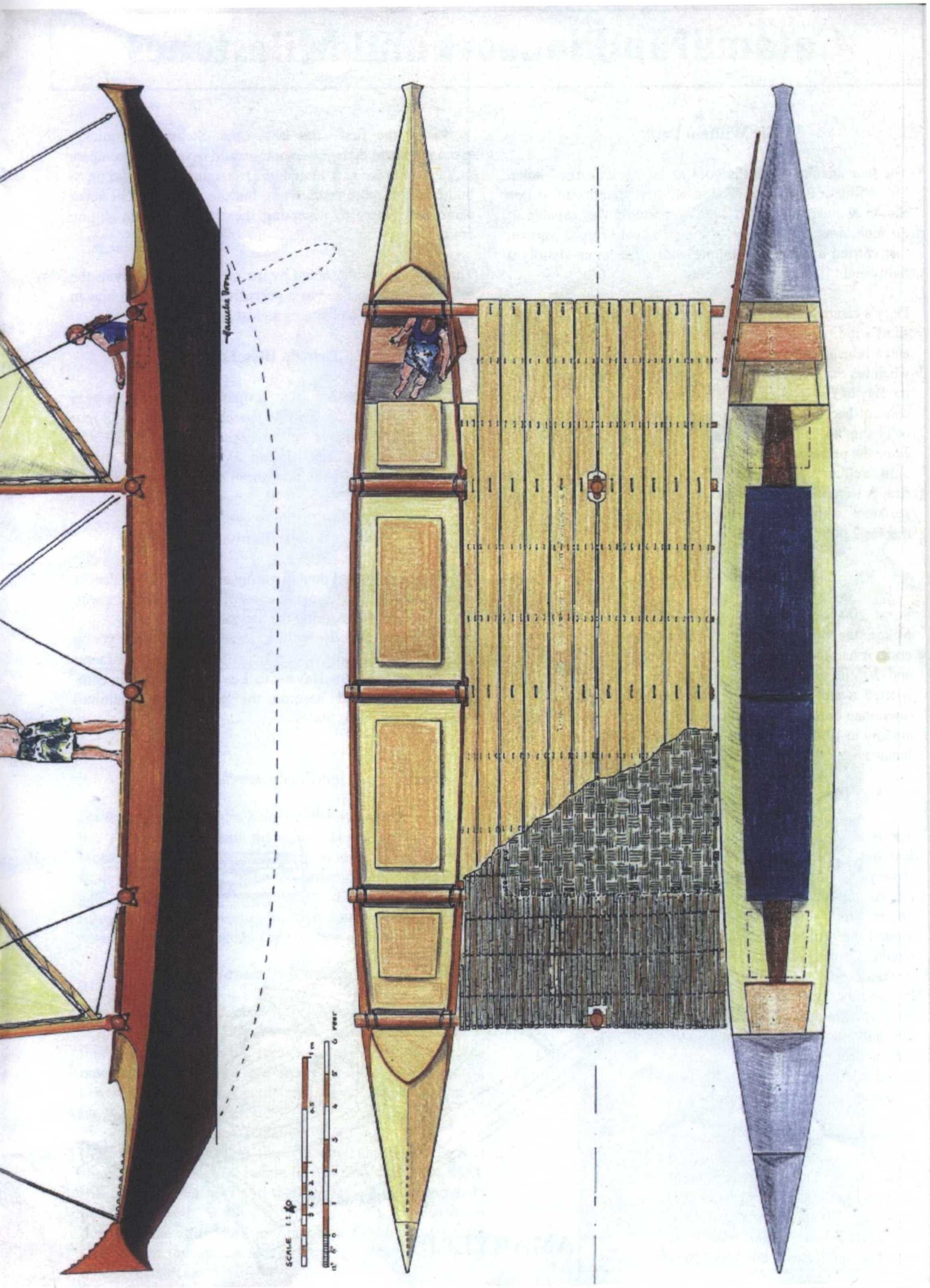


Child of the Sea ~ TAMA MOANA

Ethnic Double Canoe/Catamaran

Designed by James Wharram
and Hanneke Boon

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1m
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feet

Catamaran Pioneers and Milestones

Sir William Petty

The bias against two hulls goes as far back as 1662 when Sir William Petty launched a 30-foot catamaran called Simon & Jude. This boat, which reportedly was capable of 20 mph, was followed by a bigger square-rigged version that carried a crew of 30 along with 10 cannon—hardly a lightweight flyer.

Petty's catamarans suffered from the same failings as Herreshoff's did two centuries later—overweight, unsuitable rigs, and a reluctance to tack or go to weather satisfactorily—and when his third cat, the aptly named Experiment, was lost in the Bay of Biscay along with her 50 crew, that was that. The concept had failed to capture the imagination of the public or of shipbuilders, and for the next 250 years multihulls became the preserve of eccentrics and mad inventors. It wasn't until well into the twentieth century that any serious attempts were made to emulate the exploits of the Polynesian seafarers, who had criss-crossed the Pacific on giant catamarans 2,000 years earlier.

John Mikes

Some 200 years later, Nonpareil was launched by John Mikes, the designer, builder and skipper of this strange craft. It had three cylindrical hulls of rubber, each 25' long, and 30" in diameter. She was rigged as a schooner and sported a tent between the masts to offer shelter for her three-man crew. Nonpareil sailed from New York to Southampton in 1868 and took 51 days for the voyage, which was fantastic in those days. First multihull Atlantic crossing

Nathaniel G. Herreshoff

The New York sailing establishment had never seen anything quite like Amaryllis. As a racing fleet that included "all the most famous flyers known to these waters" milled around the starting line for the Centennial Cup regatta of 1876, it was Nathaniel G. Herreshoff's latest creation that was the center of attention. This "nondescript half catamaran, half liferaft," as one contemporary account described it, was allowed to enter the race only because no one gave it a chance of winning.

At first lagging around the rear of the fleet, Amaryllis soon "flew along the Long Island Shore, passing yacht after yacht as if they were anchored." Sour faces abounded after the race; the "liferaft," the "cigar boat," had thrashed the fastest boats in New York, for the first—and last—time. Steps were quickly taken to ensure that a catamaran would never again compete in the same race as a monohull. Herreshoff would go on to build several more catamarans, but the establishment never came any closer to accepting them as legitimate sailing craft.

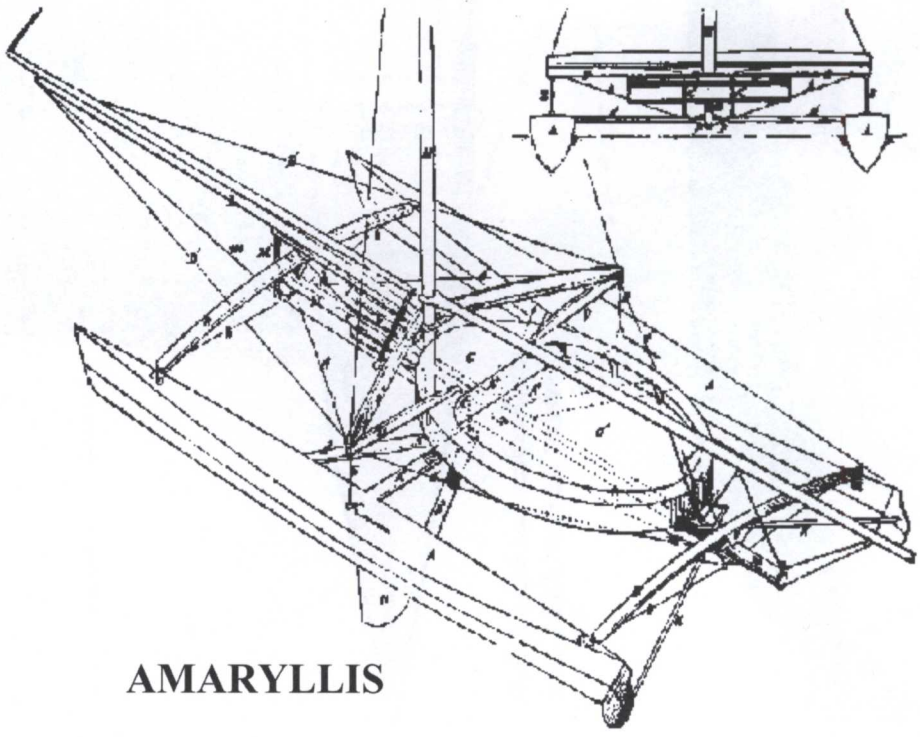
This episode is still quoted by the multihull fraternity as the basis for what they see as a pervasive anticatamaran bias in the sailing media and among sailors in general.

Eric de Bisschop

The legends of those master navigators of the South Seas inspired French sailor Eric de Bisschop to build a 38-foot catamaran loosely based on Polynesian designs. In 1937–38 he sailed Kaimiloa from Hawaii to France via the Indian and Atlantic oceans—the first ocean crossings by a cruising catamaran.

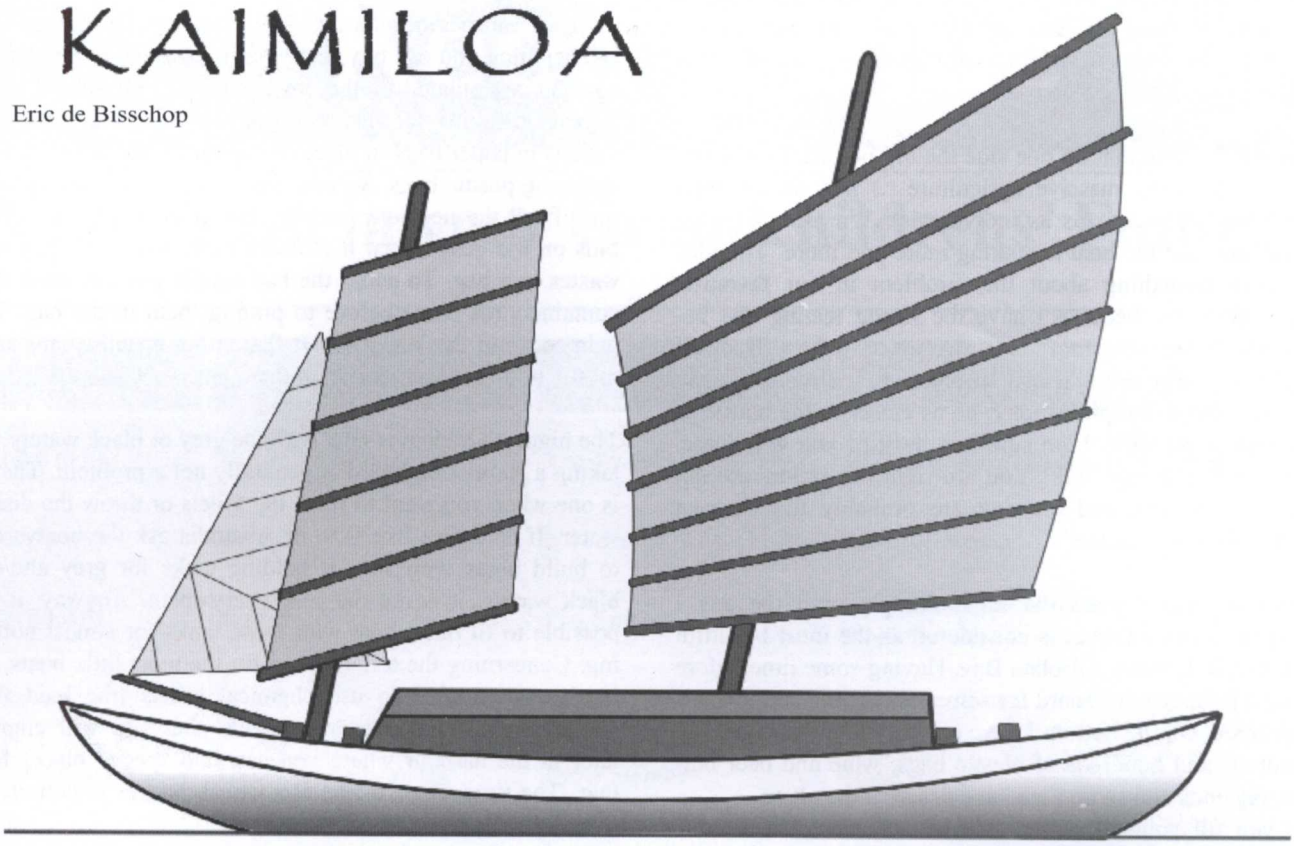
Woody Brown

The native single and double outrigger canoes of the Pacific islands also caught the imagination of many westerners who were stationed there during the Second World War.
One of them, Woody Brown, joined forces with young yacht designer Rudy Choy to build Manu Kai, a 38-footer that they sailed from Hawaii to Los Angeles. Their company, CSK, would become the pre-eminent multihull builder in the United States.



AMARYLLIS

Catamaran Pioneers and Milestones



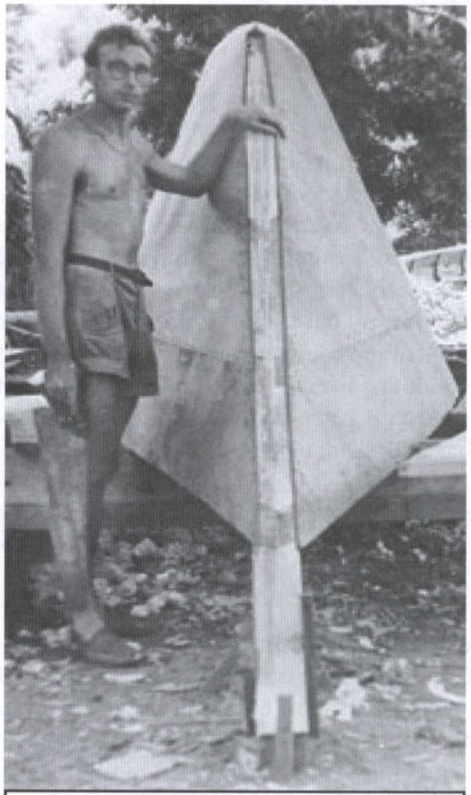
Prout Brothers

On the other side of the Atlantic, the beginnings of a small but persistent multihull movement began with the Prout brothers, who established a business that was at the forefront of cruising-catamaran construction for several decades. In 1950, a Frenchman became the first to sail a catamaran across the Atlantic, but that country would not become a force in catamaran construction until the 1980s

James Wharram

Meanwhile, Briton James Wharram proved in 1956 that even small cats could be seaworthy when he sailed his 23-foot Tangaroa across the Atantic. Looking for better accomodation, performance and safety he built "Rongo" on a beach in Trinidad and completed his circumnavigation of the North Atlantic in her.

Even today, Wharram's idiosyncratic, cheap-to-build designs have a strong following; he has sold more than 8,000 sets of plans. But he found that he was not taken seriously in his homeland. Writing in the late 1950s, he expressed dismay at the attitude of the Europeans towards catamarans and pointed toward the United States as "the home of the modern catamaran."



James busy building "Rongo"

Keep It Blue

Our planet is made of more than 70% with water. From space astronauts have describe it as the Blue Planet. Reality is maybe less romantic than we could think. Today oceans are polluted, corals are dying and each day hundreds of marine species disappear. Some little part of these facts can be attributed to a natural origin, unfortunately mankind is the major cause of the problems.

It is not the case that on one side the big polluters (oil companies, factories, massive agriculture...) and on an other hand the little ones (us as individuals). We are all on the same boat and the boat is sinking more and more. The idea to write something about this problem in our favourite magazine came because I have the strong feeling that behind the James Wharram ideas was not only the will to sail on cheap boats to build and to return to a simple life but there is also a real philosophy: be as closer to the nature as it could be possible. I am sure that most of you will agree. Some will also say: "Ok! You are right but sailors are not polluters. Sailing and cruising are probably the cleanest sports you can practice."

I had for many years the same thought until the day I stopped in one of what is considered as the most beautiful mooring in Corsica: Girolata Bay. Having some time before lunch I jumped over board for some snorkelling and it was a nightmare. On the bottom I have not only found anchors but hundreds and hundreds of plastic bags, wine and beer bottles, fag ends and so on Fish have deserted the place.
Do you fill yourself guilty? Maybe not, nevertheless, one day, you have probably thrown overboard something that is still now on the bottom. If sailing is an ecological activity by its propulsion mode you are forgetting a bit too quickly that on boats are living people and that the behaviour of those is sometime far away from ecological considerations.

Recently, a scientific institute specialised on sea observation have registered 300 millions of floating wastes in the Mediterranean area, 750 millions on the bottom and 50 millions in the Bay of Biscayne. Most of them were fag ends, bottles, jerry cans, plastic bags and pieces of synthetic ropes. From where they could came from? Some are from the rubbish dumps on shore, others from cargos and tankers which are sailing far away but a lot is coming from our crafts (dinghies, sailing boats, canoes etc.) on board of which, however, nothing is made for keeping our wastes. Therefore it is easy to throw overboard a fag end, a glass bottle or a plastic bag. Not seen, not guilty!

Some wastes can take over a hundred years to decompose and as the years go by seas and oceans are becoming the biggest bin of the world.

How to change the things?

Now that you have the consciousness, you might not be the perfect ecological sailor, but you can be part of the change with only few small changes. For many years the sailors who enter sailing races have agreed to rules against throwing anything overboard. If competitors, who with their sparse accomodation to save weight can do it, yachtsmen who are sailing on boats much more comfortable can do it also. The problem is much easier to solve for day sailors who can find bins everywhere on shores and in the harbours. We just have to learn to evaluate how each of our actions can have an impact on the nature.

First we can begin before we go sailing. When you go for provisioning you can buy, for example, products, which can be easy, assimilated by the environment as household soap in place of industrial one. You can also bring back the provisions in paper bags in place of big cardboard boxes or big shopping plastic bags. Second, you can make a start by taking off all the needless packing that you will throw in the bins on the quay. Then it is much more easier to keep the wastes in a bag. To avoid the bad smells you can wash the containers (as cans) before to putting them in the bag. To gain space in the bag you can flatten the metallic cans and plastic bottles before throwing them out.

The biggest problem is now with the grey or black waters. If taking a shower on board is generally not a problem. There is one when you want to flush the toilets or throw the dishwater. If countries like U.S. or Australia ask the boatyards to build boats with special holding tanks for grey and/or black waters, it is not the case everywhere. Anyway, it is possible to fit out a boat with those tanks for almost nothing. Concerning the toilets, even for the most little boats, it is always possible to use chemical toilets (the kind for camping with an incorporated tank) that you will empty later in the harbour where you can find special places for that. The time to go to the loo with a bucket is definitely over...

Remember also to empty your tanks far away at sea. It is not always pleasant to swim in the nicest mooring and to encounter something that would be normally found in the toilets (if you see what I mean)...

To finish I will say few words about the behaviour of skippers and crews when arriving in a mooring. Don't put your anchor on the coral and on the posidonies (underwater vegetattion not a true seaweed). The seaweed is the nursery for fish babies and an anchor will transform the place into a cemetery. Coral is growing very, very slowly and your anchor will destroy the work of hundreds years. Imagine the result of hundreds boats on their moorings as we can see in places like the Tobago Cays.

As we have seen, it is not easy to be a perfect "green-sailor" but from simple beauty consumers as we were before we must, from today, become attentive observers, able to heighten public awareness. Sailing is usually practised by people who have a good image in the public opinion and you might not encounter too many difficulties to convince others to be more responsible at sea...

If you want to see the French Riviera/Med as it was years ago, make the trip to Port Cros. It's a small island in front of the Presque'Ile d'Hyeres, close to Toulon and has been a total protection area for 10 years. You'll see a small paradise on earth, one hour from the coast of France. This is the place to go, forget about anywhere else. Ed

Keep it Blue

Remy Roy

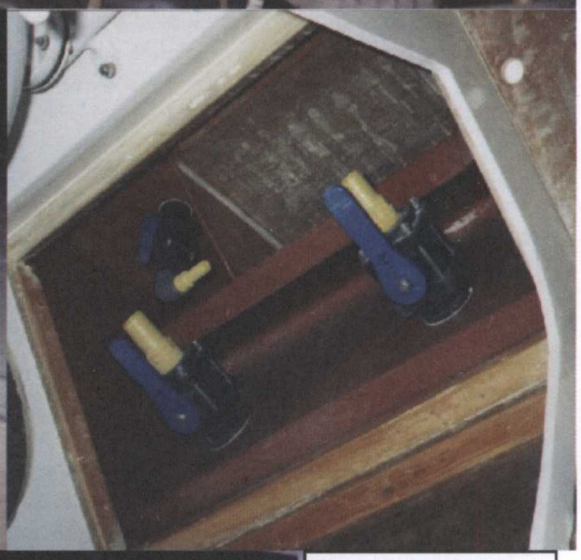
Your Trash in your Grandchildrens' Future?

Waste	Throw it or keep it?	Life time in sea water	Impact
Toilet paper	Throw far away at sea	2 to 4 weeks	Visual. Beware of some papers treatment.
Newspaper	Keep it	6 weeks	Ink is a pollutant.
Cardboard	Keep it	1 to 5 months	Accumulates on spawning zones. Stops the photosynthesis and life.
Fag end	Keep it	1 to 2 years	Chlorine pollution.
Core of apple	Throw far away at sea	1 to 5 months	None.
Banana skin	Throw far away at sea	1 to 5 months	Nocive for some animals.
Orange peel	Throw far away at sea	1 to 5 months	Nocive for some animals.
Vegetable peel	Throw far away at sea	1 to 5 months	Nocive for some animals.
Cotton rope	Avoid throwing	3 to 14 months	None except for boat propellers.
Particle board	Avoid throwing	1 to 3 years	Visual .
Painted wood	Keep it	13 years	Heavy metals very polluant in some paints.
Tin	Keep it	50 years	Accumulates in sediments.
Polystyrene	Keep it absolutely	50 years	Stops the photosynthesis. Kills animals by suffocation.
Aluminium can	Keep it	200 years	Accumulates in sediments.
Battery	Keep it absolutely	200 years	Heavy metals accumulation.
Plastic bag	Keep it absolutely	200 to 500 years	Stops the photosynthesis. Kills animals (turtles and dolphins) by suffocation.
Nylon fishing line	Keep it absolutely	600 years	Same as above.
Glass bottle	Keep it	More than 4000 years	None but glass can be recycled.

Toroa ~ Building My Pahi 42 Peter Richardson

Laying on the fibreglass re-inforcement on the keel, as the first stage in the glassing up process of the hulls. Hope you used +45/-45 glass tape Peter or put alternate diagonal layers of 0/90 glass.

(Below) Decks, coachroof on and hatch openings glassed in before moving onto painting stages.



(Above) Good idea to centralize and compartmentalize seacocks (where used) into a relatively confined area (in case of failure). Also they look to be well placed for easy access/ inspection.

First stages of standard pod being set up. Peter later created a pod extension that in this writer and fellow Pahi 42 owner's opinion is totally awesome. We'll feature it in upcoming issue

Hints and Tips Ann Clement

Epoxy Safety,

Due to his severe allergy to epoxy, which has developed over the past seven years, Neville has sadly and reluctantly decided to stop boat building. The persistently itchy and painful blistering on his hands and arms cause lack of sleep, pain while working, and a general feeling of unwellness. Medication has undesirable side effects and this condition will only get worse if he continues to work with epoxy.

We urge all of you who are currently involved with epoxy to seriously consider using the less toxic MAS brand which has a slow hardener that does not create amine blush. It is the amine that causes the trouble. Slow hardener has the advantage that you do not need to rush your work before the glue "kicks". You have more time to do a better job. Work in a well ventilated area because even the fumes can cause sensitive persons to blister. Wear nitrile gloves instead of latex because the latex allows amine to pass right through. Also latex itself can cause allergy. Some people develop allergy to the powder in gloves. Consider using a barrier cream. Wash or even shower immediately after working with epoxy. Do this so you will be less likely to develop sensitivity to it.

We have good friends who never bother to wear gloves when working with epoxy and they experience massive exposure of the glue on their bare skin on a daily basis. Eventually this will cause the development of blistering and boat building with epoxy will have to end. Believe us when we tell you that you do not want to go down this path.

It is true that folks did build some lovely and strong boats before epoxy was invented. But by eliminating most of the opportunity for rot to develop, it makes wood a low maintenance material.

I have usually done all of the glue application and clean up, all of the filleting and coating, and nearly all of the fiberglassing. But Nev does almost all of the carpentry and he knows just where and how he wants the pieces to be clamped and fastened. So that is where he gets exposed. All gloved up, he puts on the clamps and screws the pieces down and the glue runs out of the joint as it is expected to do and it gets on him. It drips, or he bumps into it before I can clean it up, or the glove develops a hole. No matter how careful I am, or how much I wash areas recently worked on to remove blush, he still gets his allergy because he is now hyper sensitive.

So please take the precautions that are necessary and work clean and safe from day one and right through your boat building project.

It is worth noting that Nev has always had sensitive skin, which was prone to eczema and psoriasis. Maybe some new product will be developed without amine. He has used non epoxy glues in the past and traditional methods too, but is not interested in going back to that. Maybe model boats will interest him again.

Nev's skin specialist in England insisted that exposure to sunshine and the gradual development (without burning) of a deep tan, was the best thing for people with eczema and psoriasis and also skin allergy. Nev has followed this advice and agrees completely plus, he now adds, the avoidance of epoxy.

Have fun, and work safe. We will see you on the water. Thankfully, Peace IV is finished, and we do enjoy sailing her and living aboard.

Gloves—Standard houshold gloves such as Marigold brand take a little getting used to, but can still be very sensitive to the touch. They do not tear as easily and also keep epoxy off your hands, almost up to the elbow . KH
Plus they also clean up fairly easy with a cheap solvent such as vinegar (if bought by the gallon), making them reusable many, many times making them a practical, economical alternative. DP

Best Money $aving Hint & Tip of All

...would be to attend PCA meetings as early and as often as possible. The mutual benefits of PCA members sharing their experiences plus the rewards of knowledge and confidence gained (by newer members) at just a single meeting are almost priceless! This is especially true when contemplating a new project.

Window Sealer

Hoorah! We finally found what really works to seal windows. It is butyl and it is available here in the States at automotive stores to seal (what else) windows!

It is **cheap** and comes in a roll on paper tape in various widths.

Unroll a strip, put it against the acrylic window material and screw it down VERY SLOWLY so it has plenty of time to squish out without putting too much pressure on the window material in the process.

Nev tightened the screws and bolts on our windows **a few times over a day** and then removed the residue with a putty knife

.

Job done at long last. It never hardens and it keeps the water out. Now for the rest of the windows...

Available from companies like 3M.

Panama Chilling Chuck Hinman Oro46 Tahiarii

Continued from previous issue

Sailing against steep six to eight foot waves was really tiring. Spurts of water shot up between the hulls regularly. Everything on deck was wet. Everything below deck became damp. The forward net beam clipped off the tops of the waves. The bows were dipping under and scooping up water continuously and water was pouring in the front hatches under the lids secured only by friction and gravity. The front mounted ramp was taking a beating on every wave and finally washed away in the night.

The decks leaked through nail holes at the deck seams over Laura's berth and my office. Lots of my documents got wet. The opening port in Laura's berth was missing its gasket so I had closed it with cork gasket material but on each hard slap from a passing wave a squirt of water would get through. Water trapped between the cork and the plastic panel of the port formed a little pool that Laura called her aquarium. Also the stringer below that port had broken its thirty-year-old glue bond and the water was squirting in past the nails. Poor Laura was sleeping in a puddle when she wasn't sleeping with Esther.

The bilges filled up and slopped over the floorboards. The hoses of the manual bilge pumps were too soft and collapsed on each stroke so I bailed with a bucket for an hour to empty one side. Esther was helping empty the buckets. When we were done she started laughing hysterically and then clamped down on herself. She told me, 'You gotta either laugh or you cry.' I said, 'Yeah, I'm pretty discouraged too,' not recognizing the extent of her agitation.

The new line on the shroud lashings had stretched over the last couple of days so that the masts swayed fore and aft with jerks as they snapped the shrouds tight. One shroud lashing for the main mast chafed through and hung limp. The running back stays saved the mast from going down. I thought for hours how to tighten the shrouds but I was afraid of the rough seas and just tied frapping lines between the shrouds until we got to port.

Then on my watch Laura went around the pilothouse to go to the head and stopped. She asked me if I had taken a look at the deck lately. I slid the door on the pilothouse back to reveal a big hole straight to the ocean. The slats on the port side of the pilothouse with two jerry jugs of fuel (10 gallons or 100 miles) had washed away. I swore my usual litany of foul words before starting on the new problem. It was just one thing after another. I was growing edgy and frustrated. I always react with anger to problems in that mood. Laura took the wheel while I cut and laced together plywood replacements for the slats. I tied plywood and the remaining slats to the crossbeams so nothing else would wash away.

See next week on 'Survivor: the Ocean.' Will the boat hold together? Will the crew hang on or mutiny? Will the boat make any progress? Will the captain get a clue?

After finishing with the repairs Esther ushered me over to the pilothouse for a 'family conference'. Laura was crying. She said, 'I'm afraid!' She explained how she saw all the things going wrong and it scared her. I touched Laura's arm and tried to reassure her. I hated to see her crying. I explained about each problem and that individually they were no danger to the boat but agreed that the trend was bad. Esther asked me if I was afraid and I said, 'No I'm not but I suffer from the handicap of being fearless. I don't know when to quit. That's what you girls are for.' They said they were both really afraid and I said, 'OK, we'll turn around. Let me go down to look at the chart and I'll be back in 10 minutes with the course.' Their relief was immediate and they were surprised. Laura said, 'But what about your plans? I don't want to change your entire life.' I said, 'A sailor has to go where the wind blows. Now for Plan B.' I explained that I had thought about all these routes around the world for years and there were lots of nice women in Costa Rica. Then I went down in the cabin and measured the course for the nearest port and we bore away for Costa Rica 450 miles to the northeast. Later, after thinking about our plans, we changed our destination to Panama 650 miles east.

Our motion was immediately easier and we were making 6 and 7 knots with reefed main and mizzen sails. We ran away with the wind and made 113 miles the first day and 136 on the second, which was a new personal best.

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The unvarying weather and course, and the boredom made us feel like we were in the movie 'Groundhog Day', just repeating the same day over and over. One of my log entries just says 'Ditto' with new position coordinates. We got up to Punta Mala (Bad Point) in three days and ran into trouble. There was a 2-knot current against us, the wind petered out, and squalls kept pounding us. One squall was a fifty-knot blast in flat seas at dawn with no warning. I came on deck from a deep sleep because of the noise of the flogging jib, and it was down! I flopped on it and tied it down. Between the wind and the current we were actually going backwards under full power of the engine. We were feeling slightly put upon.

We couldn't go north into the Gulf of Panama so we went east until the squall quit and the current let up some. We motored all the way to Panama City. It was going to be a nighttime arrival so I took the wheel and conned us into the anchorage using the depth finder and the binoculars as a night vision device. There was a lot of light from the city and anchored ships. Six days after we turned around, having sailed 1573 nautical miles since Mexico, we were done.

Dawn revealed tropical jungle covered islands at the end of a causeway to Balboa at the entrance of the Panama Canal. A large spiral of birds soared in the updrafts over the islands. Panama City lines the bay next to the Canal with an arc of skyscrapers. We motored around to the bay side of Flamenco Island and took a mooring at the marina for two

Panama Chilling Chuck Hinman Oro46 Tahiarii

days. At the top of the ramp next to the office is a drinking water fountain with water so cold it hurts the teeth. We took a taxi all over town and did laundry, got our passports stamped, and came back to have sangria and dessert for dinner at a fancy restaurant next to the marina.

The second day I did boat chores while the girls hitchhiked into town for sightseeing. The next day we motored back around to the Canal side and took a mooring at the Balboa Yacht Club just a little way down the Canal from the Bridge of the Americas for a couple of days. We completed check in with an agent and spent a lot of time on the email at the YMCA 15 minutes walk down the road. I thought it was safe now to let the girls read about my previous adventures and sent them the story of my first cruise and the chapters on 'Tahiarii' to date. Laura and Esther read the latest chapters and said later that if they ever met Linda they would kick her ass, 'She's a bitch.' I laughed.

Laura had a great time socializing with French boys on a couple of boats there. Esther was miffed. She didn't like French boys and called Laura 'boy crazy'. So what else is new? I thought Esther was the pot calling the kettle black. I think she was just getting emotionally ready to leave. I wanted to go out to the Las Perlas Islands after hearing rave reviews from other sailors and Laura was all enthused because a French boat was going. But we were delayed because Flamenco Island Marina ran out of their cheap fuel. Esther didn't want to go anyway and packed and left. She gave me big hugs and a sweet little note to read later.

We anchored in nine feet of water in the shallow bay in front of the town and three thin black boys in cutoff jeans paddled out with their hands on a yellow surf kayak. They came aboard and we gave them orange Tang and then tea with lots of sugar, almost all sugar in fact. Laura said it was the same as the children in Egypt. A squall hit with stinging rain and lots of lightning. The boys were cold and squeezed into the pilothouse while Laura and I got drenched. Then Laura and I and two of the boys rowed to the village while one boy paddled the kayak with a paddle I gave him.

Laura and I met the only white man in the village next to a house just up some steps from the beach. He turned out to be Patrice, an expatriate Frenchman married to a Spanish diplomat stationed in Panama City. He was keen to practice his English and bought us beer and then invited us to his house that evening. Laura spoke French with him. Some people from the village came by to drink beer, look us over, or try to sell us lobster. Some of those lobsters were pretty small. Patrice said the village is mostly fishermen and the fishing was getting worse every year. The Japanese had come in and wiped out a lot of the fishery. Once in a while packages of cocaine are found in the water and the young people use it and it makes them crazy. The place is absolutely corrupt so nothing gets done and all the government money disappears. Patrice led us through the village before we left.

We went back to the boat and re-anchored in deeper water so as not to be caught by the 18-foot tides. Laura made cornbread to take along and we rowed to the beach below the bluff where Patrice's compound perched. His place had separate buildings for the living room and kitchen, the bedroom, and the bathroom. They were built of ochre painted concrete walls with high grass thatched roofs and tiled floors. The patio was a concrete slab and had a blue fabric shelter protecting plastic patio furniture. The grounds were landscaped in tropical flowers, trees, and shrubs with a short, soft, uneven grass groundcover. It was beautiful.

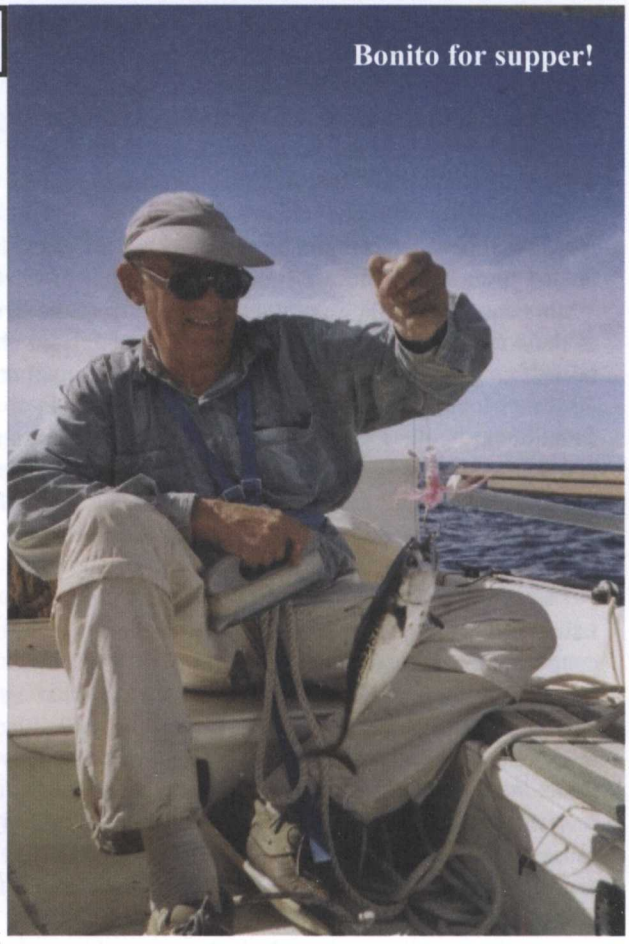
We drank margaritas made from local limes, sugar, and Patrice's sugar cane based moonshine, good and strong. Big bugs swirled around the lights. Late in the evening we had an egg soup with a great sauce, very good but not enough. I watched CNN and BBC news while Laura and Patrice conversed in French and smoked. Patrice invited us to stay the night rather than row back in the dark. I had forgotten to turn on the anchor light to guide us back to the boat. Laura and I slept on his couches in the living room and the mosquitoes loved the new blood.

After a late morning with more conversation and Patrice's battle with a rock hard frozen wild pig leg, Laura and I left loaded down with meat, plantain, a coconut, and a garbage bag of mangos. We motored south to another little bay surrounded by jungle and the calls of parrots and other tropical birds. It was time for a tropical feast. Patrice had used every cutting tool he had to hack us off a piece of the pig including a butcher knife, machete, and a hack saw, and finally finished it off with a hammer hitting the back of the machete. He and the islanders have no idea how to butcher an animal and just went straight through the bones. There were bone fragments, tendons, hide, and hair included with the meat. I cleaned it up the best I could and then pressure-cooked the hell out of it in a marinade of teriyaki sauce, ginger, beef bullion, and garlic. The meat shriveled up to about half its previous size and was a little tough and you had to watch how you chewed but it was pretty good. I also fried the plantain chips, made instant mashed potatoes, and we had a couple of mangos for dessert, and breakfast, and lunch, and dinner again. Laura was determined to become sick of mangos. She came pretty close.

I was sick of mosquitoes so we turned around and motored back to Panama City and anchored after dark but in time to go to the yacht club for a few beers. Laura found another boat and left the next evening to be a line handler when it went through the Canal to the Caribbean. She gave me a long hug on the beach. Last I heard Esther was trying to find a boat in on the Caribbean side of the Canal but met a boy and went off with him. Laura was traveling in Costa Rica prior to rejoining her new boat in the San Blas Islands of Panama. I really miss those two.

News from Sea People

AUSTRIA/VENEZUELA

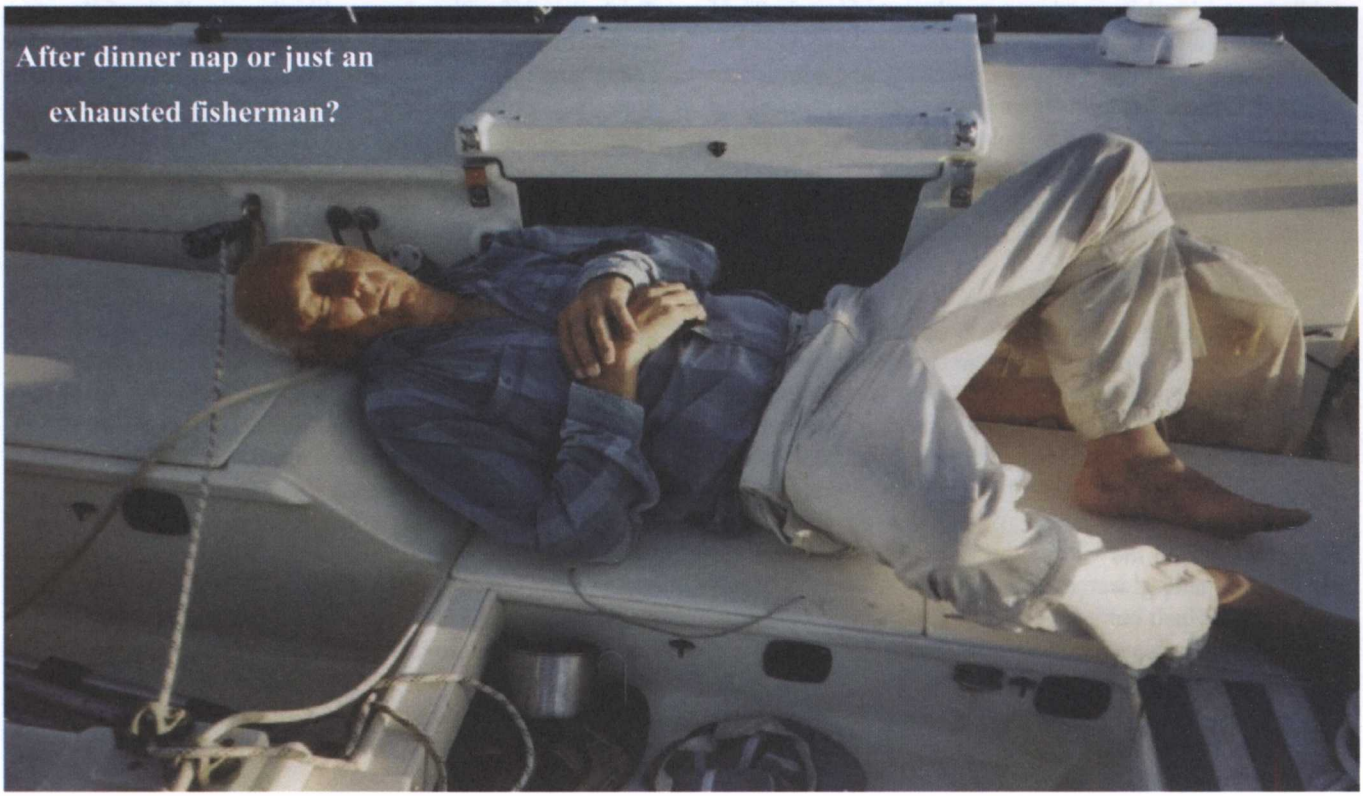


Bonito for supper!

Although we are back home since end of May I was not able to send the intended report and the photographs earlier as I brought a special souvenir home from Venezuela, an ulcer on my left ankle. The whole summer was lost and my activities were next to nothing. Now since 3 weeks the thing is healing but I still don't know when we will be able to go back to the boat. I just received a mail from Venezuela saying that the hurricane Ivan has fully hit Barbados and Grenada and on Isla Margarita where we left the boat on the hard 3 boats have stranded because of the swell. Let's see what is left in the Antilles next season.

John Jameson's report in the last issue of Sea People encouraged me to give more detailed information on Venezuela. The country is an important place to hide during the hurricane season and a transit area on the way to Panama. For any sailor in the region it is a cheap place to live and to stock up ship's stores and finally the eastern half has some real attractive areas. But people must know about the risks in this country. Unfortunately these risks also spread in the Eastern Antilles (with the exception of the French islands). So my report grew a bit long. By the way, we came to know John (and his problems) in 2002 in Culatra/Portugal. He bought his Tangaroa Taraipo from an Austrian friend of ours who bought it in Holland and sailed it down to Culatra in 2001. Next time we met poor John in Arrecife / Lanzarote at a chandler after he had spent 3 weeks at sea in adverse winds without a jib as the fastening of the forestay in the masthead had come off. In September 2003 we received a mail from American sailors we had come to know in Lanzarote. They had run into our boat in "Power Boats Boatyard", Chaguaramas, Trinidad. Who was standing in front of our boat? John wondering why they knew "Anna Sophia". He had lost his mast meanwhile in Brazil. You see, sailors are a worldwide family. Regards to all and good wishes for a fine autumn. Guenter Zimmermann.

(Gunter has sent big report on cruising Venezuela that we'll be presenting in future mags –Ed)



After dinner nap or just an exhausted fisherman?

News from Sea People

AUSTRALIA

Well we have finally launched our Tangaroa after three years hard slog, I will send you some photos and an article for the mag as soon as we have the sails fitted, that should be within the next 2 to 3 weeks

Boat name is "WRIGGLES" standing for Wharram Rigg Les or Wharram rigby les or this is also my Coast Guard nick name

Les Rigby

Congrats on the of launching WRIGGLES—Editor is watching his mail ;-)

SCOTLAND

We had a sail from Helensburgh with Peter Richardson last week up Loch Long. He's made an excellent catamaran very interesting as first time we've been aboard a big Wharram cat.
We had a good breeze, picnic on board & flew the asymetric kite on the way back. My daughter was in shorts & flip flops! Peter is off to the west coast of Ireland this summer

John has been in the Marquesas Islands since 1 June. He's having a brilliant voyage. But will the cat hold together?

Will I see you all in Brittany in July with your Wharram cats? ***Sorry you couldn't make it –Ed***
I'll be staying in St Marine on the Odet river with my son Yann from 10-19 July
I hope to go to the Glenans Islands for old times sake

Maybe we could get a sail out there with you guys if you are going south
Ciao Judy Jameson

OPEN INVITE BY PEACEIV EAST COAST USA

Ann & Neville Clement would like to invite all interested PCA members and other Wharram afficianados to visit them aboard their Tiki46 as they cruise the US East Coast.

Best initial contact is with a brief e-mail message to them at peacefour@pocketmail.com (**short msgs please**) to ascertain their cruising schedule. Phone contact may also be possible at their home in Rhode Island (401) 261-7816

NETHERLANDS

I plan to sail towards New Zealand in my Captain Cook around June-August 2005 and plan to sail along the coast of England on my way to the Mediterranean where I plan to spend some time.
At the moment I don't have a compatible crew, so people who are interested to join can mail or phone me.
At this stage I don't have any definite plan as to which countries to visit nor which route to sail and the crew can have some say in it. I do not plan to be in any hurry and like to take the time to look at nice places.
Gerard Janssen
sundowner@zonnet.nl
+31 (0)617 770 810

Seems like you smight want to be headed for Falmouth by mid-summer to get involved in the Jubilee cruise from Falmouth to La Coruna—Ed

EIRE

Dear editor,

Just a note to change my phone number to 0035 386 1786364 and keep the ad in the ditty page as the Yellow Cat is still for sale.
I have a couple of members interested and the cat did well sailing to Wales and back this summer and is in good shape. Otherwise we would be interested in the Spanish cruise next year, en route to The Gambia . Till then I'm working to pay off my debts and still working on our 1938 Colin Archer style fishing boat conversion here in West Cork
yours
Paul Cobb

FRANCE

Dear Friends,
I am looking for a small Wharram for inshore use (rivers, estuaries, lakes), especially in week ends and winter days when I can't go to the sea to sail and dive with my 28 feet cat.

Several Wharram plans, seem suitables : Hitia 14, Hitia 17, Melanesia, or even an old Nari. (surely a Maui, Jean-Michel?—Ed)

Have you some members with boats for sale?

You can use my e mail : jmdeverin@hotmail.com.
Hope to sail with you soon.

Jean-Michel Deverin

News from the Starboard Hull

This column will deal with any and all issues to do with stores, food preparation and storage, ships maintenance etc.

More on Refrigeration-less Food

This is probably the ultimate in refrigeration-less food storage Aseptic food packaging, never heard of it, well you've probably been using it for years without knowing.

Commonly called "drink boxes," aseptic packages are the result of a beverage and liquid food system that allows perishable food products to be distributed and stored without refrigeration for **periods up to six months or more**. It is used to preserve and package everything from milk, juice, and drinks of all kinds to scrambled egg mix, tomato sauce, soups, and other liquid foods.

How it works -The aseptic system achieves room-temperature shelf stability through how the food is processed and how it is packaged. Aseptic processing is a major advance over traditional canning techniques. In contrast to canning processes which requires products to be heated in the container for up to 50 minutes, aseptically processed liquid foods and beverages are sterilized outside the package using an ultra-high temperature process that flash heats and cools the product before containers are filled. Time (generally 3 to 15 seconds) and temperature (195° to 285° F) are tailored to place the least amount of thermal stress on the product, while ensuring bacteriological safety.

The sterile food product is then placed in an air-tight sterilized package with a within a hygienic environment. This preserves the food without chemical preservatives or refrigeration.

Aseptic packaging has many benefits:

* **Convenience** -- because aseptic packages are portable, lightweight, and shatterproof, you can take them anywhere.

* **Food Safety** -- the aseptic process and carton together ensure that the liquid food or beverage inside is free from harmful bacteria and contaminants.

* **No refrigeration** -- you can store beverages and liquid foods in cabinets instead of a refrigerator, so you'll save energy and always have what you need on hand.

* **More nutrition** -- because the aseptic process places less heat stress on foods and beverages than traditional canning processes, products can retain more nutrients as well as natural taste, color and texture.

Environmentally, however, aseptic packaging has its pros and cons.

Aseptic packaging is a good choice for the environment because it has a low packaging to product ratio -- aseptic packages are typically 96 percent product and only 4 percent packaging material by weight -- and they are tremendously energy efficient. Drink boxes save energy at every stage of their lifecycle.

* Empty packages are stored flat or on rolls, rather than pre-formed like glass, metal and most plastic containers. As a result, one standard semi-trailer truck can transport 1.5 million empty drink boxes versus only 150,000 glass bottles.

* Filled drink boxes conserve energy in transport. Their brick shape is space-efficient, and because they are light weight, more product can be shipped in fewer trucks than heavier beverage packages.

* Because drink boxes preserve their contents without refrigeration, no refrigerated trucks, special warehouses, or retail freezers or coolers are needed. This saves both electricity and gasoline.

The downside is that at this time, aseptic packaging has limited facilities for recycling, and drink boxes that are not recycled sit in landfills, because they are not biodegradable.

Aseptic packages are made with three materials:

* **Paper** (70 percent) -- provides stiffness, strength and the efficient brick shape

* **Polyethylene plastic** (24 percent) -- forms the seal on the innermost layer that makes the package liquid-tight, and a protective coating on the exterior keeps the package dry.

* **Aluminum** (6 percent) -- forms a barrier against light and oxygen, eliminating the need for refrigeration and preventing spoilage without using chemical preservatives.

When aseptic packages are recycled, the paper is reclaimed through a recycling process called "hydrapulping." This process has been widely used by the paper and polycoat industries for more than 30 years, and is also used to process paper milk and juice cartons.

The hydrapulper, which operates much like a large household blender, is filled with water and cartons. Motion from large rotor blades on the bottom of the vat creates the friction that separates the paper fibers away from the layers of polyethylene and aluminum foil. Because no glues or adhesives are used to bond the aseptic package materials together, water and the churning motion of the hydrapulper's rotor blades easily break down the paperboard into its original pulp within 30 to 40 minutes.

When the hydrapulper is drained, filters allow the paper pulp to pass through while the polyethylene and foil are screened off. The pulp can be fed directly into a papermaking machine, or dehydrated, pressed and shipped to a paper mill. Mills value the high-quality paper fiber that is recovered because of its strength, length and brightness. No deinking is required as the ink is separated off with the plastic. This recycled pulp is used to make paper towels, tissues, and writing paper.

Recycle aseptic packaging. With the consumer benefits that aseptic packaging provides, and the environmental advantages in material and energy savings, it makes sense to increase the recycling opportunities for this type of packaging.

Does your community recycle this type of packaging?

If not why not? Demand answers!

DITTY BAG

DITTY BAG DITTY BAG DITTY BAG DITTY BAG

Free Advertising in the Ditty Bag for all PCA members. Boats, plans, or bits and pieces For Sale or Wanted. Offer or seek services as captain, crew, cook, bottle washer or bottom scrubber.

**** **Ditty bag ads will run automatically for 2 issues** (to give other members space), if you sell, let us know and we'll pull the 2nd ad. Also please contact us if a 3rd ad is needed*

My **Hitia 17** "Prince of Tides" is for sale! Built in 93/94 from best materials, the boat has been completely refitted last year. With road trailer, slip wheels, deck tent and lots of gear. Reinforced foredecks, rudders and trampoline. Really in an excellent shape. Lying in northern Germany. Price : **Euro 3400. -**
Wulf Claussen, 10439 Berlin, Nordkapstr. 8 Tel. & Fax 0049 - (0) 30 - 46 79 6464
Best regards und immer eine handbreit Wasser unter dem Kiel

For Sale—"Funky Flamingo" Tiki26 $7k
Solid boat, needs sails and rigging, located Florida Keys
Dan Kunz. Email drkunz@hotmail.com 305 –664-0190

FOR SALE - Wharram **Tiki 21** - "Neko"
Price £3,500 or near offer – Euro 5,200(approx)
This Tiki 21 has been transformed from a small cabin format to a large cabin. She now also has a Crab Claw Sail Rig with a Mizzen. Lying: south UK, Ply/Epoxy construction. Sails, Spars & rig: Jeckells Mainsail and 3 Jibs. Crab Claw Sail. Extensive inventory includes nav equipment, original main & 3 jibs,Tohatsu o/b and 7' dinghy with Seagull o/b. (photo in SeaPeople #52)
John Ireland tel no 01903 265 877 (after 17:00 GMT).

HITIA 14 (FLO) for sale The price is **1.450,- €**
Well built in 1999, wooden look. If you like, you can read a little bit more about this boat by the Austrian Wharram Circle. http://members.blackbox.net/AustrianWharramCircle/wer_wir_sind/p_weigel_hitia14.htm
Peter Weigel peter.weigel1@gmx.de (Germany)
Tel. 0049-202-2462353

"Yellow Cat" Heavily built Tiki31 fully equipped for cruising - wheel steering, autopilot, twin fourstrokes, cockpit tents, solar panels, ballast tanks, huge wardrobe of sails. £10k
Paul Cobb.
"Yellow Cat" , Long Island Ferry, Schull, West Cork, Eire, 0035 386 1786364

For Sale Tiki 21 "Sunshine" grp hulls raised cabin tops, alloy mast, suzuki 4 hp outboard, chemical loo, launching trolleys road trailer all in good condition £4000
Tel 01983 872540 or gwilling@abports.co.uk

For sale "Banana Split" **Tiki 21** - Asking **£3000**.
"Tony Perridge—
email honesttone@yahoo.co/uk tel 01463 234189

Having just bought "Skinny Dipper" from Dick Thorn, my **Tiki 21** "Kentiki" is now, reluctantly **FOR SALE**
Asking **£2800-3500,** depending on how much winter refit gets done. Located Poole Harbour
Ken Hook email hook.ken@virgin.net Tel 01202 531445

Dittybag goes online in October see website for details www.pca-seapeople.org
If you want to add a picture or an add to the online dittybag please send to pcapix@pca-seapeople.org

BOATS, SKIPPERS, CREW, BOATBUILDERS NEEDED for Falmouth to La Corunna August 2005
Contact : jubilee@pca-seapeople.org or PCA Office

Letters Letters Letters Letters Letters

Do send us letters and postcards, emails, telegrams and porpoise post. It's good to hear how things are going in your part of the world, and to share your concerns.

Dave,
Just chatting to Dave and Rita Barker on Touchwood, they are in Porto at the moment seams like they have a nice force 7 and 3 meter waves so are sitting put for the moment, Touchwood hit a lump of wood or something in the Biscay and bent one of the prop shafts. also had an encounter with a couple of pilot whales - sounds like a little too close for Dave's liking

Also chatting to Peter Sweetman and his wife Angela Prout (Prout Catamarans) they have a small holding (Finca) on the River Guardiana, they were telling me police tried to clear out "Wharram City"; on Culatra but they all clubbed together and got a lawyer to fight the case on a port of sanctuary for the boats as there was no where else to go, seems like they won, but the police will clear them out when the new marina at Olhao is finished !!!

Regards Don Liddard

Dear Editor,

Been meaning to drop you a line about an article written in mag 55 about the PCA name, but being more of a fair weather sailor, almost a land lubber, with too many land based jobs to do in the garden, I've been waiting for the rain to put pen to paper.

In my opinion, Polynesian Catamaran gives me the impression of an old style catamaran, ie wooden, with sails & not one of those huge plastic fat white shiny, catamarans.

Single canoes, to me, who doesn't have much experience of the sea, are single hulled units, not that big, can be transported on a car roof, are paddled as opposed to sailed, & only one person can fit in it.

A double canoe is similar to the above, still a single hulled unit, but can fit 2 people sitting in it one behind the other, both paddling.

Canoes are often heard of "sailing" on rivers, (a misnomer if ever there was one, it should be paddling!), white water rafting, & occasionally being used along the coasts. Catamarans go across the oceans, & around the world!

I have been lucky enough to see an article written by JWD describing of Multihull Definitions (spring 1973 - for those of you who still have your copies), which made very interesting reading. Maybe the editor could reprint it?

So please, don't go messing about with the name, it would be too confusing to a simple soul like me!

All the best,

"A Land Lubber"

PS, I have used a nom de plume as I am 1/2 way through writing an article on how to survive whilst the partner is building the dream catamaran, a Wharram designed boat, especially if done at or near home, & I want to be sure that the other half won't be embarrassed!.

Hi
Thanks for a great magazine...here's a contribution...another Hitia 17 launched.
A few pictures will be sent separately.
All the best and keep up the good work
Phil Bennie
PS the last mag arrived here in Costa Rica in record time

I'm now the proud owner of Tiki26 "Tangata" (formally "Tiki") the prototype GRP Tiki26 (pre Steve Turner). Currently in Blackwater Marina (yard) in Essex, I've just built a new cockpit for her and am hoping to launch in next month. I'll send you some pics. all the best, Simon Young

Simon came to the Poole meet and was awarded a prize for the longest distance by boat to the meet.

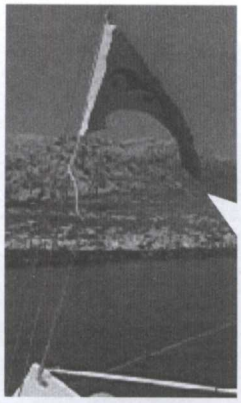
Thank you for the SeaPeople issue 56 I just find at my arrival in Martinique. I had already a look when Dave Peak visited us in Brittany during the Brest festival of the sea last July. During this festival I sailed with Jean-Michel Bader from Erquy to Brest and with other members of the PCA after two little meetings at our home.
Now as we put all the cabine sides, our Tiki46 has got her final shape. We only put the decks on the stem and stern. We've closed the central parts of the hulls when all the accomodations will be finished.
Now, I hope to finish quickly our Tiki30 to have a lot of pleasure in sailing in the West Indies.
After her launch, I'll send some pictures.
Best wishes.
Bertrand and Marie-Hélène (Fercot)

Thanks for all your work with the PCA! in 2003/2004. My Tiki 38 plans are still collecting dust. But my garage is slowly filling with woodworking tools.!
In September2004 I will start my 3rd & last year at Brunell University. By September 2005 I hope/dream/plan to be a primary school teacher in London, all going well..... In two weeks I am racing from Plymouth to Lisbon in a two handed yacht race on board Equilibrium, a Sweden 38 & monohull (sigh)
Dave Mitchell

Dave,
Just reading through your article on bio fuel, I have had some dealings with this product, sorry to say none of them good, diesel is not there just to burn, it lubricates and cools the FI pump and injectors as well , bio has this problem of absorbing water, if you take a sample of bio fuel from a filter or tank in use, there is a white cloud within the fuel, put this fuel through a filter and it clogs the filter solid, water is also not the best of lubricants inside a fuel injection pump, it does not take long to wreck a cam plate inside a pump.
My truck has a section in the operations manual - don't use bio fuel - I would never use the stuff, it costs to much money to replace the fuel injection system

Regards Don Liddard

Don,
I'll definitely do some more research especially in this regard & get more feedback ASAP—Dave



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Reading matter? Back numbers of course!

Committee member Gerald Winkler shows

our Burgee in the Adriatic That's the way to do it!

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OUR ADDRESS: PCA ORDERS, 118 HOWETH ROAD, BOURNEMOUTH, DORSET BH10 5NS, UK.

The Admiral.
A Navy Admiral (*which Navy will go unspecified) was being court-martialed for an incident where he was found to be chasing a young lady through the hallways of the hotel in which they were both staying. Neither of them were wearing anything. One of the charges was that of "being out of uniform."

The Admiral's lawyer argued that the officer was not out of uniform, as the regulations read: "A Naval officer must be at all times be appropriately attired for the activity in which he is engaged."

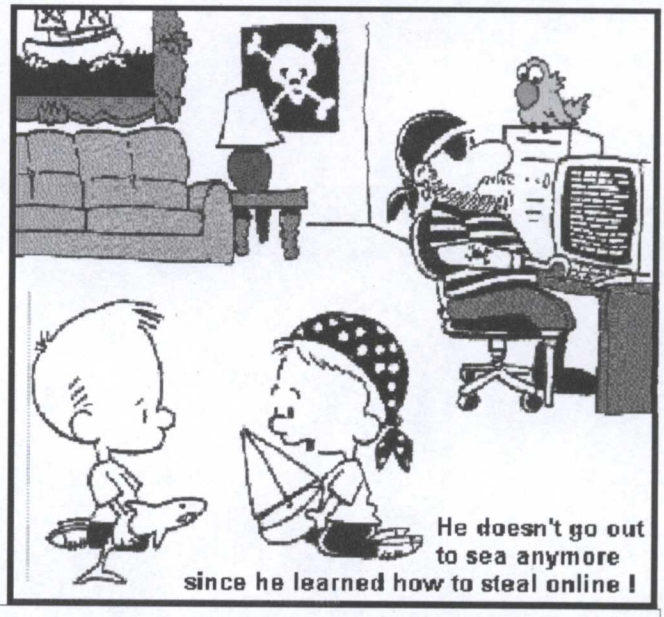
The Admiral was acquitted

A sailor, ashore after 9 months at sea, smelling like a distillery, flopped on a subway seat next to a priest. The sailor's tie was stained, his face was plastered with red lipstick, and a half empty bottle of gin was sticking out of his torn coat pocket. He opened his newspaper and began reading. After a few minutes, the sailor turned to the priest and asked, "Father, what causes arthritis?"

"Mister, it's caused by loose living, being with cheap, wicked women, too much alcohol and a contempt for your fellow man."

"Well, I'll be damned," the sailor muttered, returning to his paper. The priest, thinking about what he had said, nudged the seaman and apologized. "I'm very sorry. I didn't mean to come on so strong. How long have you had arthritis?"

"I don't have it, Father. I was just reading here that the pope does."

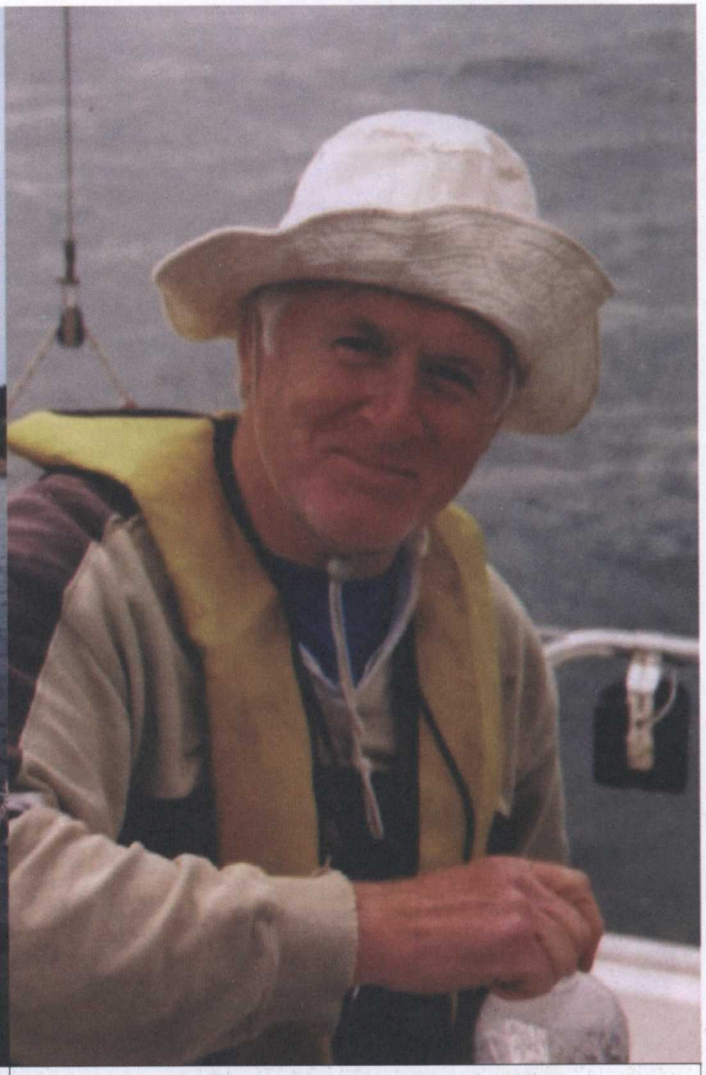


A guy brings his boat up to a restaurant dock to eat lunch. The dock hand says "I'm sorry, sir, but I can't let you dine here today. This establishment has a neck tie policy, and you are not wearing one.
The guy says "Of course I don't have a tie on, I'm on a boat!" "Well, go down below and put one on" "I don't HAVE one!" The dock hand, not wanting to turn away a customer, says "Well, why don't you just find something that approximates a tie. That should be O.K."
After some time, the sailor comes out with a pair of jumper cables. "This is all I could find"
Sighing, the deck hand says "OK, I'll let you in with those, but just don't start anything".

FACES OF SEA PEOPLE

Phillip Bennie, cool as a cucumber; time to ponder lifes mysteries. Sylvia, learning to sail seems just a tad less cool about things. Launching and first sail of "Inti Lluqsiy" their Hitia 17 in December's special section devoted to the smaller Wharrams

Marney Ayres in party dress aboard Tangaroa "Holly", ready for the October meet on the Chesapeake Bay in Oxford, MD.



Ken Hook, your PCA secretary, wearing his safety gear, something Anita will definitely approve of.